



TRANSPORTATION
ACTION PLAN
2022
MONITORING
REPORT

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SUMMARY

The Transportation Action Plan has made a significant difference in parking demand and congestion, and since 2017 it is now possible to find a parking space in the Village without difficulty on winter and summer weekends. Increasing transit ridership and the popularity of the bike valet service demonstrate that the Action Plan has encouraged residents and visitors to travel by walking, cycling and transit instead of by automobile.

This success has been tempered by recent increases in parking occupancy in the Day Lots. Prior to the COVID-19 pandemic the parking occupancy on weekends in winter and summer consistently exceeded the 90% target. Although the pandemic initially reduced parking demand, in summer 2021 and 2022 parking occupancy returned to pre-pandemic levels and the 90% target was exceeded on many days. The municipality has an opportunity to implement further actions, particularly regarding the prices and numbers of parking passes, to manage parking demand and maintain occupancy in the Day Lots at or below the 90% target.

Pay parking was introduced at four popular parks (Rainbow, Lakeside, Wayside and Alpha Lake Parks) in summer 2021 to manage parking demand and encourage park visitors to use preferred modes of transportation. Parking demand at these four parks remained high in summer 2022, with occupancies exceeding 85% on many days, and parking spilling onto adjacent roads. Initiatives such as free weekend transit service, a free shuttle bus service to Lost Lake and Rainbow Parks, and free bike valet secure bicycle parking in key destination parks proved popular and undoubtedly helped to reduce parking demand, and the municipality may wish to consider expanding these initiatives further.

Transit service was disrupted by a strike that lasted almost 144 days from 29 January through 21 June. To encourage people to return to transit after the strike ended, transit service was free on all routes through to Labour Day. As a result, transit ridership in 2022 was higher than at any time since the COVID-19 pandemic began, and by the end of 2022 ridership had returned to pre-pandemic levels.

Recommendations

Based on the results of the Transportation Action Plan and other municipal initiatives in 2022, key recommendations for 2023 and future years include:

Transit and shuttles

- Continue with free transit service on weekends and holidays in the summer.
- Continue the free shuttle service to Lost Lake and Rainbow Parks.
- Increase the capacity of the Lost Lake Park shuttle service and extend service later in the evening.
- Reinstate the bus stop on Highway 99 at Wayside Park during the summer.
- Work with MOTI to implement a transit priority pilot project between Function Junction and the Village.
- Develop plans for transit buses to bypass construction projects, to reduce delays to service and increase the attraction of transit compared to driving.
- Expand the High School Bus Pass Pilot Program to grade 7, to provide free transit to all K-12 students in Whistler (transit is free for all children 12 and under in BC).

Active transportation

- Expand dates and times for the bike valet in the Village.
- Expand the bike valet to other popular parks.
- Consider combining the bike valet in parks with storage and rental of watercraft such as paddleboards and kayaks.
- Consider implementing a permanent e-bike share program.

Parking

- Increase the prices of parking passes and/or limit the number of parking passes sold each month to address parking availability problems in the Day Lots.
- Introduce a parking pass valid for a specified number of uses rather than for a specified time period, to reduce the incentive for pass holders to drive and park each day, and instead consider alternatives such as transit and cycling on some days.
- Undertake a pilot program allowing general parking on weekends in half of the parking stalls on the bottom level P4 at the Conference Centre, which are currently reserved for monthly pass users.
- Continue the user pay parking program at Rainbow, Lakeside, Wayside and Alpha Lake Parks in the summer, and begin the pay parking period on 15 May.
- Consider extending user pay parking to the Rainbow Lake trailhead.

Communications

- Enhance the “Know Before You Go” communications plan for winter 2022-23 to address peak day congestion and inform visitors of transportation and parking options.
- Develop peak day communications actions for summer 2023 to reduce automobile traffic in Whistler and encourage transit and active transportation, including actions to encourage more people to park for free at Whistler Creekside.
- Expand promotion of the free shuttle bus to additional media and locations, including in hotels.

1 INTRODUCTION

This report presents results for 2022 of actions implemented as part of the Whistler Transportation Action Plan. The Plan and reports documenting results for 2017 through 2021 are available on-line at whistler.ca/movingwhistler.

1.1 Transportation Action Plan

The Whistler Transportation Action Plan is the long-term transportation plan for Whistler that addresses issues affecting transportation to, from and around Whistler. With an increasing permanent population and more visitors to Whistler, transportation has become more of a challenge than ever, especially with respect to parking availability, traffic congestion, transit capacity and encouraging active transportation.

The Action Plan was developed under the guidance of the Transportation Advisory Group (TAG), a Select Committee of Council. TAG is composed of a group of diverse stakeholders representing Tourism Whistler, the Whistler Chamber of Commerce, Whistler-Blackcomb, BC Transit, the Ministry of Transportation and Infrastructure, and four citizens-at-large, plus representatives of various municipal departments.

The Action Plan supports TAG's vision that Whistler's transportation system efficiently and affordably moves people and products to, from and within Whistler, while delivering a high-quality experience and minimizing impacts on natural areas. The Action Plan encompasses five strategy areas; Highway 99 efficiencies, transit improvements, peak day operations plans, better parking management, and preferred transportation options.

Short-term and medium-term Action Plans were adopted by Council in June 2017, and the first actions were implemented in summer 2017. The long-term Whistler Transportation Action Plan 2018–2028 was adopted by Council in October 2018.

1.1.1 Winter 2021-22 Actions

Transportation Action Plan initiatives implemented in 2017 through 2021 were maintained in winter 2021-22. New actions implemented in winter 2021-22 included:

- Prices for parking passes in the Day Lots were raised to \$72 per month for Lots 1, 2 and 3, and \$36 per month for Lots 4 and 5, effective 15 December 2021.
- A fee of \$1/hr was introduced for EV chargers in the Day Lots, with a maximum fee of \$5/day, effective 15 December 2021.

A transit strike began on 29 January and continued to 21 June.

1.1.2 Summer 2022 Actions

Transportation Action Plan initiatives implemented in 2017 through 2021 were maintained in summer 2022. Several new actions were implemented in summer 2022 as part of the Whistler Summer Experience Plan:

- A free shuttle bus service was provided between the Village and Lost Lake Park each day from 29 June through 5 September, offering 20-minute service from 11:00 am to 6:00 pm.
- The free shuttle bus service to Rainbow Park continued in summer 2022, operating on Saturday, Sundays and holidays every 20 minutes from 10:00 am to 6:00 pm.
- A free shuttle bus service was provided from the Village to the Art on the Lake event at Lakeside Park on 11 and 12 August.
- The Evolve e-bike share program officially launched on 4 August as a pilot project, and operated for 84 days from 25 July through 16 October. Up to 55 e-bikes were available at eight locations — four locations in the Village, and at Lost Lake, Rainbow, Alpha Lake and Meadow Parks).
- The free bike valet service continued on weekends and holidays in the Village and at Lost Lake and Rainbow Parks, and at Crankworx on 9 and 11 August.
- Transit service resumed on 22 June. In an effort to rebuild ridership after the lengthy strike, transit was free on all routes through Labour Day (5 September), and transit pass prices were reduced until 1 November.
- Prices for parking in the Day Lots were increased to \$3 per hour to a maximum of \$14 per day for Lots 1, 2 and 3, and \$2.50 per hour to a maximum of \$8 per day for Lots 4 and 5, effective 15 June 2022.
- Parking prices at the Conference Centre were increased to \$2 per hour.

1.2 COVID-19 Pandemic

The COVID-19 pandemic continued into 2022. Public health orders were introduced on 20 and 22 December 2021 limiting and prohibiting indoor activities and events due to increased cases caused by the new Omicron variant, and the return to K-12 school in the new year was delayed to 10 January 2022.

Public health restrictions were incrementally lifted in February through April 2022. As of 11 March 2022, masks were no longer required in public indoor spaces (other than in medical facilities) and on BC Transit, TransLink and BC Ferries services, and all restrictions were removed on indoor and outdoor gatherings and events. As of 8 April 2022, proof of vaccination was no longer required to access businesses, events and services.

Many events that were cancelled during the two previous years due to the COVID-19 pandemic resumed in summer 2022, including the Children's Festival, Crankworx and the Gran Fondo.

1.3 Conditions in Whistler

In considering the effects of the Transportation Action Plan, it is useful to compare activity levels in 2022 with the previous five years when Action Plan initiatives were implemented (2017 through 2021) as well as years before then.

1.3.1 Visitation

Tourism Whistler reported an average hotel occupancy of 61% for winter 2021-22, which was 10 percentage points below the average for winter 2018-19 before the COVID-19 pandemic. Average occupancy for summer 2022 was also 61%, 9 percentage points below the average for summer 2019. The on-going pandemic and continued travel restrictions suppressed occupancy for the winter season, whereas lower occupancy levels in the summer were attributed to a severe staffing shortage in the hospitality industry.

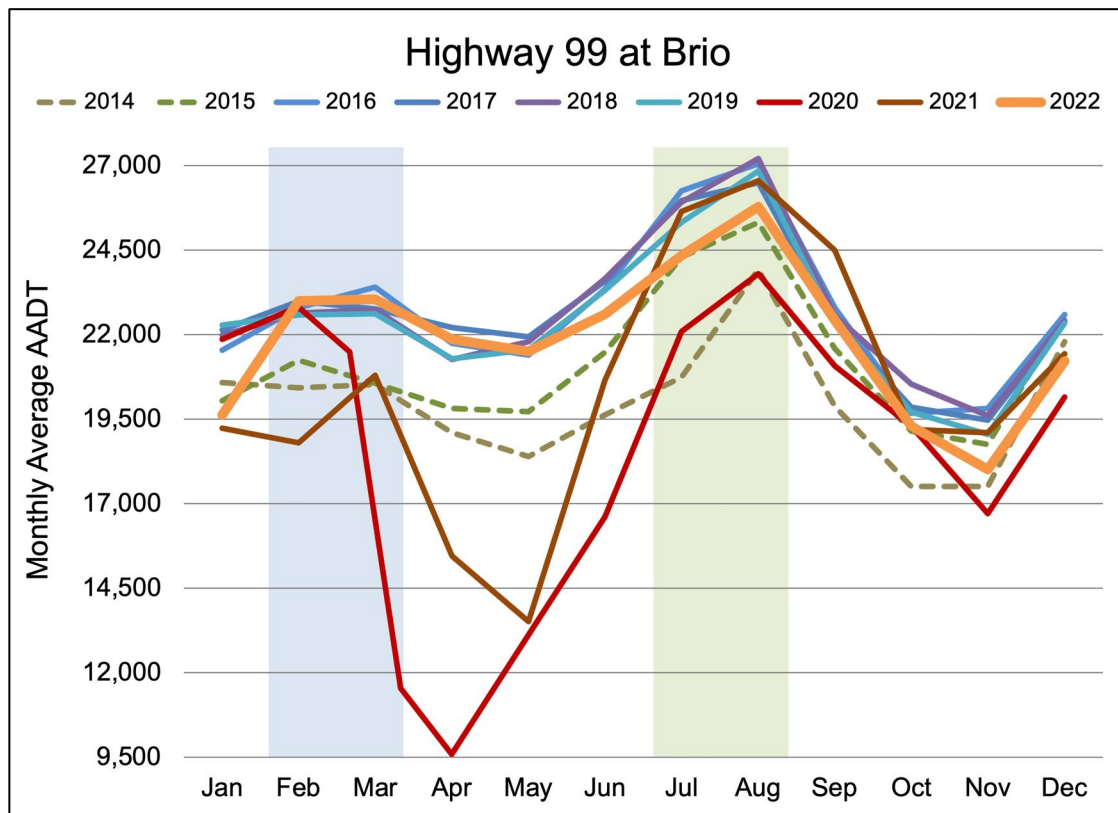
These comparisons of hotel occupancies and highway traffic indicate that the pandemic — and conditions such as staff shortages caused by the pandemic — had a continued effect on visitor numbers in winter 2021-22 and summer 2022.

Figure 1.1 illustrates average daily traffic volumes on Highway 99 at Brio, by month through to December 2022 (detailed traffic data are included in the Appendices). Traffic volumes on Highway 99 are highest in summer, reaching a typical average during August of 27,000 vehicles per day prior to the pandemic. Although traffic volumes were 13% lower than normal in summer 2020 due to the COVID-19 pandemic, traffic in summer 2021 returned to almost pre-pandemic levels. Traffic volumes in summer 2022 were 5% below pre-pandemic levels, and 4% lower than in summer 2021.

Winter traffic volumes are typically consistent from December through April, averaging 23,000 vehicles per day prior to the pandemic. Traffic volumes decreased sharply in March 2020 at the beginning of the pandemic, and were approximately 10% lower in winter 2020-21 than during the five winters prior to the pandemic. By February 2022, however, winter traffic volumes had returned to pre-pandemic levels.

These comparisons of hotel occupancies and highway traffic indicate that the pandemic — and conditions such as staff shortages caused by the pandemic — had a continued effect on visitor numbers in winter 2021-22 and summer 2022.

Figure 1.1 – Highway 99 average daily traffic at Brio to December 2022

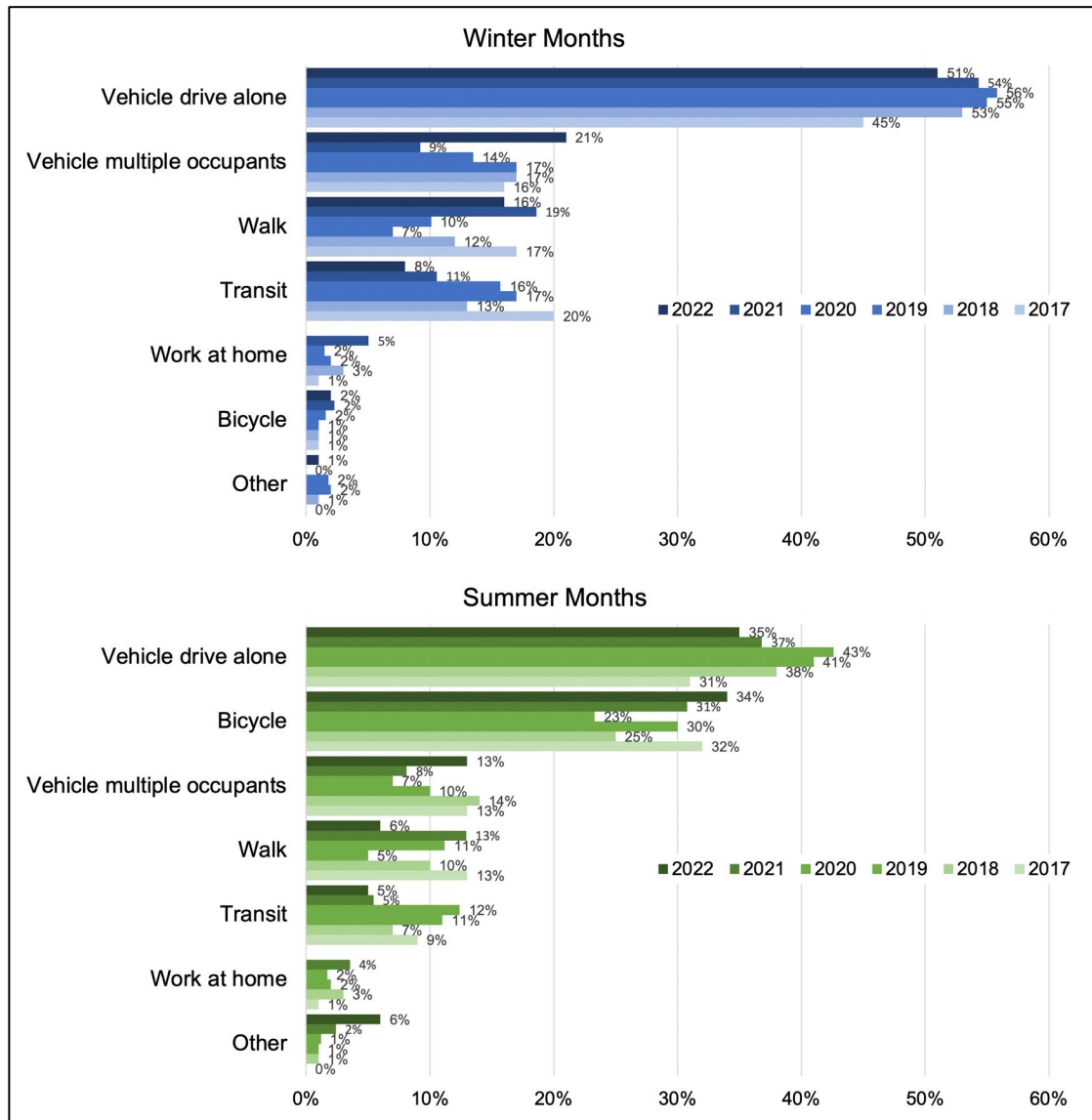


1.3.2 Transportation to Work

The Community Life Survey is conducted each year to monitor success at meeting goals related to community life, economic success and partnerships, the municipality's corporate plan and annual budgets. This year's survey was conducted in July and August 2022.

Figure 1.2 presents the findings of the surveys from 2017 through 2022 regarding transportation modes that residents use to travel to and from work. Results for 2022 show a significant reduction in transit use, likely due in part to the 144-day transit strike in winter and spring. The proportions of residents reporting driving alone to work decreased slightly, offset by significant increases in driving trips with multiple occupants (such as carpools). Bicycle trips continued to increase during the summer, while walking decreased.

Figure 1.2 – Transportation to/from work, 2017-22

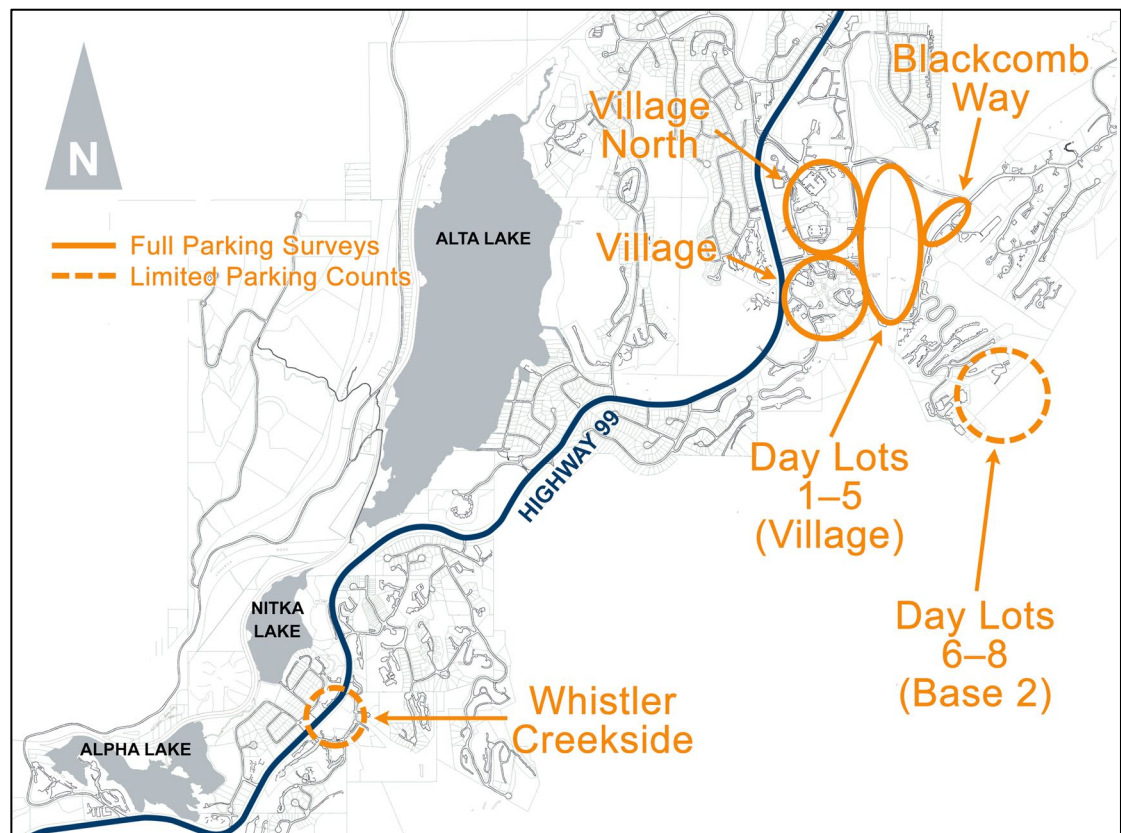


2 PARKING

This section presents the results of parking surveys undertaken in winter 2021-22 and summer 2022. The results are compared to the results of similar parking surveys undertaken in 2016 through 2021 to identify changes in parking usage and patterns that can be attributed to the Transportation Action Plan.

Parking surveys were undertaken in public and private lots in Whistler Village. Limited counts of parked vehicles and buses were also undertaken at Whistler Creekside and during the winter in Lots 6, 7 and 8 at Base 2. These locations are illustrated in Figure 2.1.

Figure 2.1 – Parking survey locations



The scope of the surveys was limited to publicly accessible parking, which is parking that any member of the public can use on a casual, non-reserved basis. This includes:

- 365 and 376 general parking spaces in municipal parking lots and street parking in the Village, in winter and summer respectively, including parking on Main Street, at the Conference Centre, library and other locations.
- 25 parking spaces on Blackcomb Way in the Upper Village.
- 1,470 general parking stalls in Day Lots 1 through 5 in Whistler Village.
- 1,080 parking spaces in Day Lots 6 through 8 at Base 2 during the winter.
- 1,347 general parking stalls in the Whistler Creekside parkade during the winter, and 393 stalls during the summer when levels P2, P3 and P4 are closed. An additional 98 general parking stalls designated for short-term parking up to 2 hours are not counted as part of the parking surveys.
- 19 accessible parking stalls in municipal parking lots in the Village, 34 in the day lots, and 13 in the Creekside parkade.
- Designated motorcycle parking at the Conference Centre, in Day Lot 3 East and in Day Lot 4.
- Over 1,000 stalls in hotels and other private parking lots in Whistler Village that are open to the general public, plus 272 stalls in the parking lot at Marketplace, which is privately operated.

A detailed inventory of publicly accessible parking is included in the Appendices.

2.1 Day Lots

Availability is a key concept in any discussion of parking. Availability refers to the number or percentage of unoccupied parking stalls that are available at any given time for a motorist to park in. For the Day Lots where people park for several hours or all day, the target availability is 10%, which means up to 90% of parking stalls are occupied at any given time.

There is a total of 1,470 general-use parking stalls in Day Lots 1 to 5 in winter. The summer capacity is reduced by up to 48 vehicles depending on the number of RVs parked in Lot 3 East. Significant results of the parking surveys are highlighted below, and detailed results are included in the Appendices.

Figures 2.2 and 2.3 illustrate the seasonal average parking occupancies in Day Lots 1 to 5 in winter 2021-22 and summer 2022 respectively, compared to the previous four years:

- This winter during the COVID-19 pandemic the seasonal average parking occupancy in Day Lots 1 to 5 was 65%. The average for all lots (including Base 2 and Creekside) was 74%, an increase from the 69% in the previous winter 2020-21 during the pandemic, and comparable to the 72% average for the winter prior to the pandemic.

- The summer seasonal average parking occupancy in Day Lots was 75%, an increase from the 61% and 64% averages in summers 2020 and 2021 during the COVID-19 pandemic. In summer 2019 prior to the pandemic, the seasonal average parking occupancy was significantly higher at 82%.

Figure 2.2 – Day Lot seasonal average parking occupancies, winter 2017-18 to 2021-22

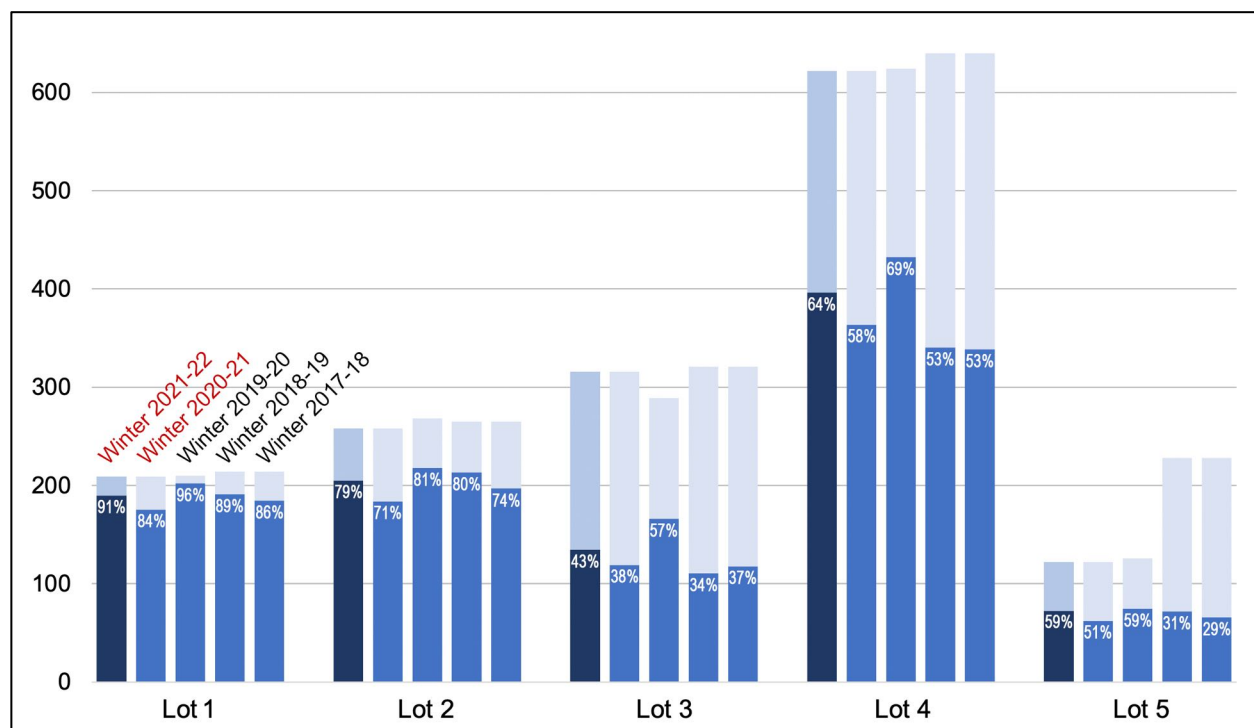
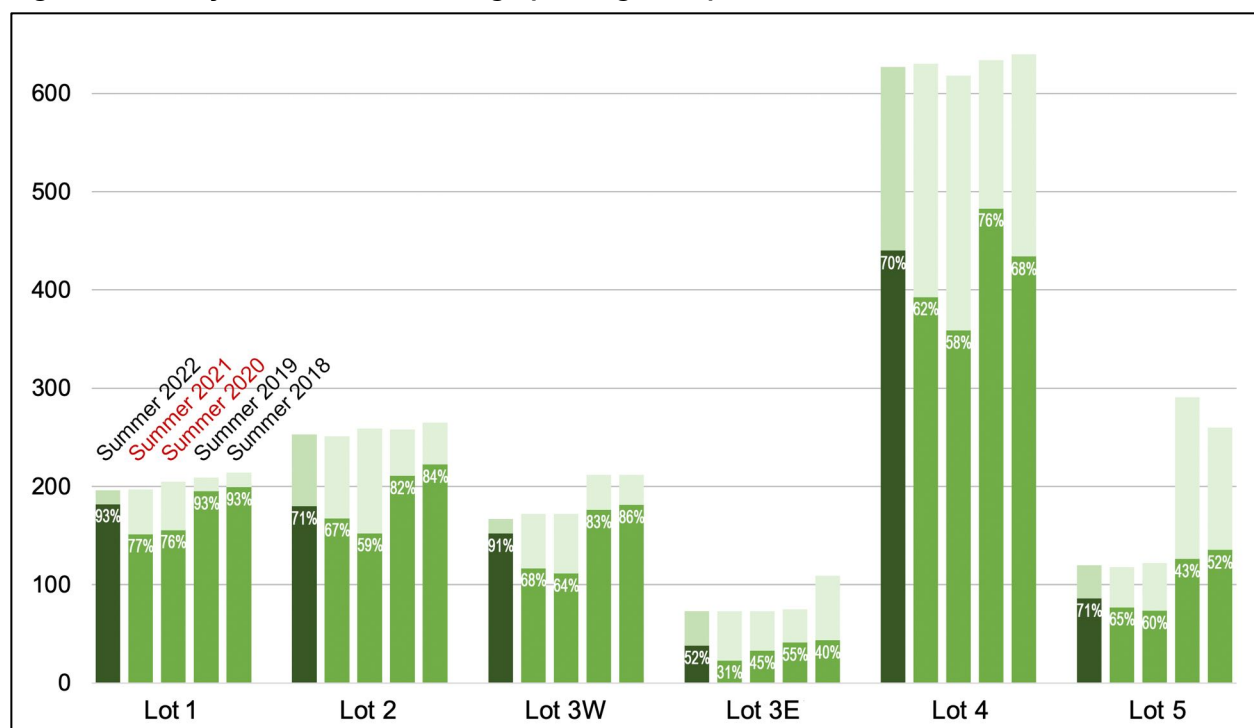


Figure 2.3 – Day Lot seasonal average parking occupancies, summer 2018 to 2022



COVID-19 pandemic years indicated in red

Figures 2.4 and 2.5 compare parking occupancies on survey days in winter 2021-22 and summer 2022 with previous years. Prior to the COVID-19 pandemic, parking in the Day Lots was a more significant issue in the summer than the winter, as occupancies exceeded the 90% target more often in summer and by a greater amount. After two years of reduced parking activity due to the pandemic, parking occupancies during the summer have returned to pre-pandemic levels, and during the winter are now higher than before the pandemic:

- The occupancy in the Day Lots exceeded the 90% target on four of the six survey days in the winter, reaching 100% occupancy on all four days. This reflects more days above 90% than in any previous winter.
- The occupancy exceeded 90% on five of the six survey days in summer 2022, and reached 100% occupancy on three days. This result is similar to summer 2019 prior to the COVID-19 pandemic.

Figures 2.6 and 2.7 illustrate parking occupancies in each of the Day Lots on survey days in winter 2021-22 and summer 2022, respectively. Occupancies consistently exceeded the 90% target in all Day Lots in both winter and summer, and reached 100% occupancy on most days.

Figure 2.4 – Day Lot maximum parking occupancies, winter 2015-16 to 2021-22

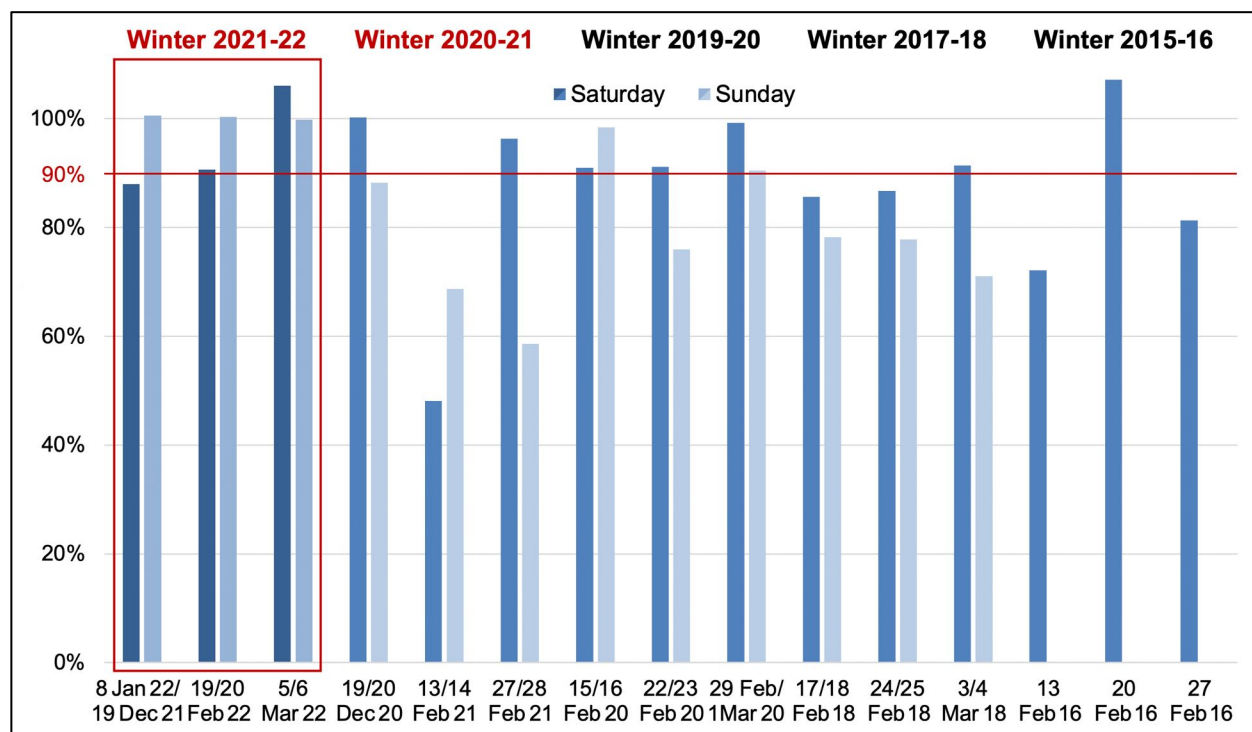
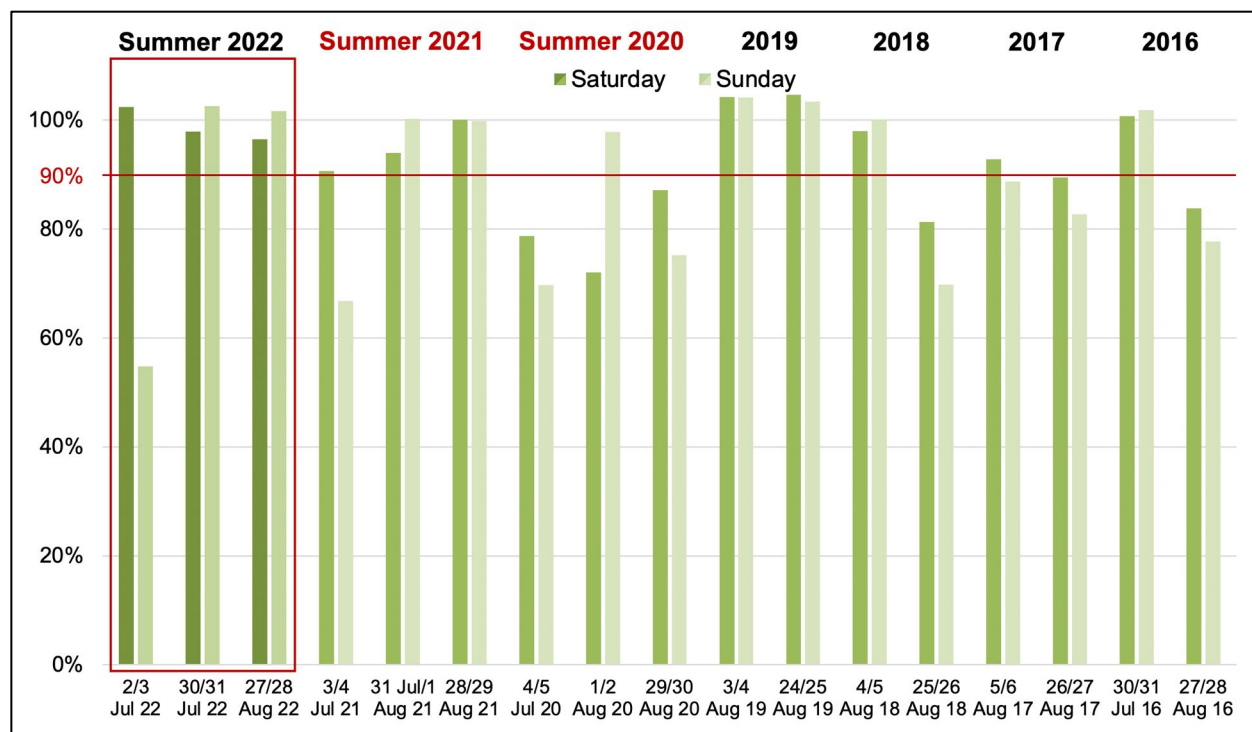


Figure 2.5 – Day Lot maximum parking occupancy, summer 2016 to 2022



COVID-19 pandemic years indicated in red

Figure 2.6 – Day Lot maximum occupancy by lot, winter 2021-22

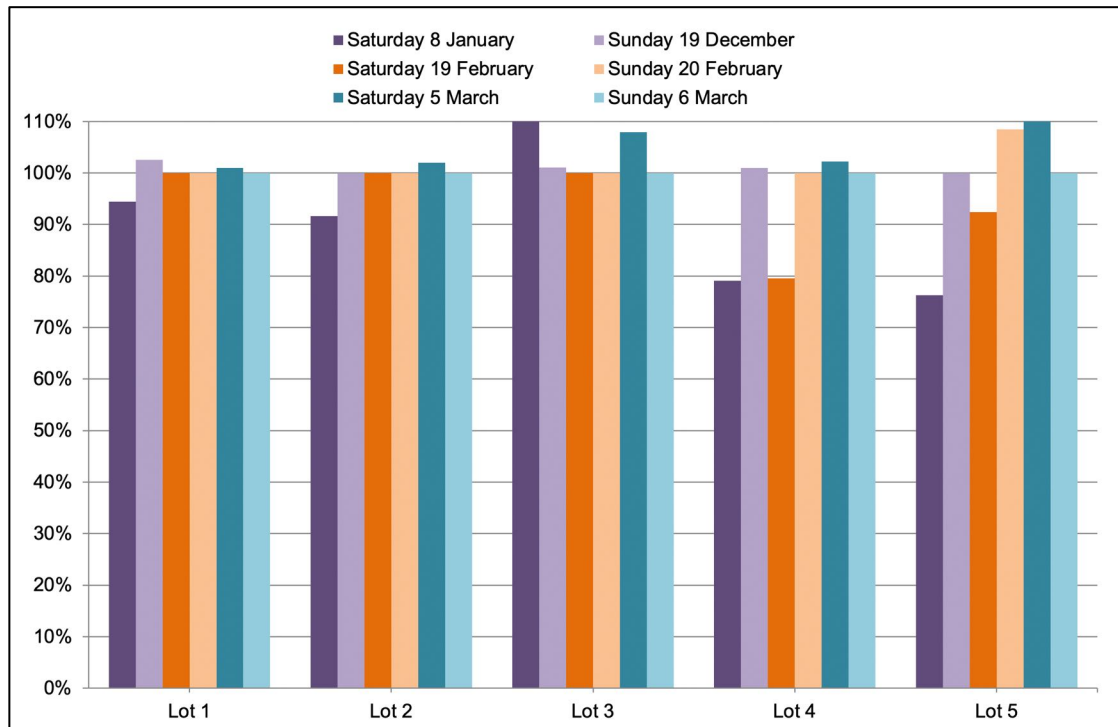
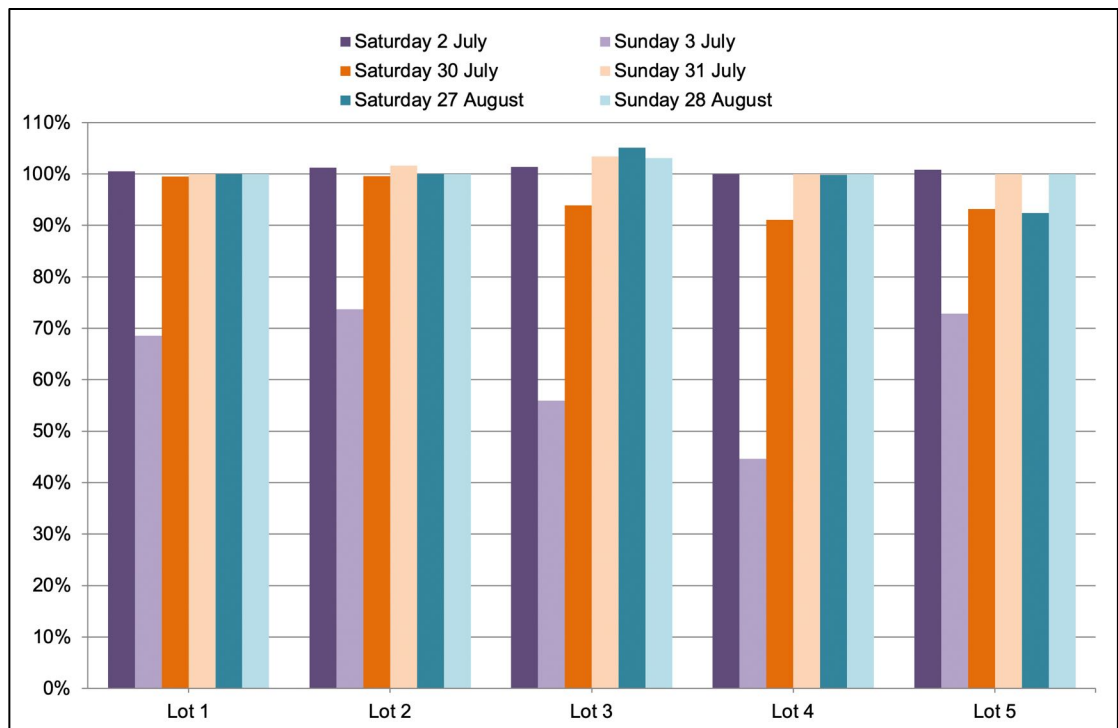


Figure 2.7 – Day Lot maximum occupancy by lot, summer 2022



One of the factors affecting occupancy in the Day Lots is the numbers of parking passes in use. A general parking pass is priced at \$72 per month and is valid in all Day Lots (and is the only pass valid in Lots 1, 2 and 3). A pass to park in Lots 4 and 5 is priced at \$36 per month and is available to employees and residents in Whistler.

Table 2.1 summarizes pass sales for the past five years. Sales of general passes decreased during the pandemic and remained at low levels during summer 2022. On the other hand, sales of employee/resident passes remained high during the pandemic, and reached the highest levels during summer 2022. There were approximately 600 employee/resident passes in use each month this summer, representing 80% of the total 747 parking stalls in Day Lots 4 and 5.

A parking pass creates an incentive that is counter to the municipality's objective of shifting trips to other modes. For someone who drives to work five days a week and purchases a \$36 employee/resident pass, the average daily cost of parking is \$1.75, which is less than a quarter of the day rate for parking in Lots 4 and 5. More importantly, once someone has bought a parking pass they are incentivized to drive and park as much as possible to get their money's worth, and are less likely to consider transit or other modes.

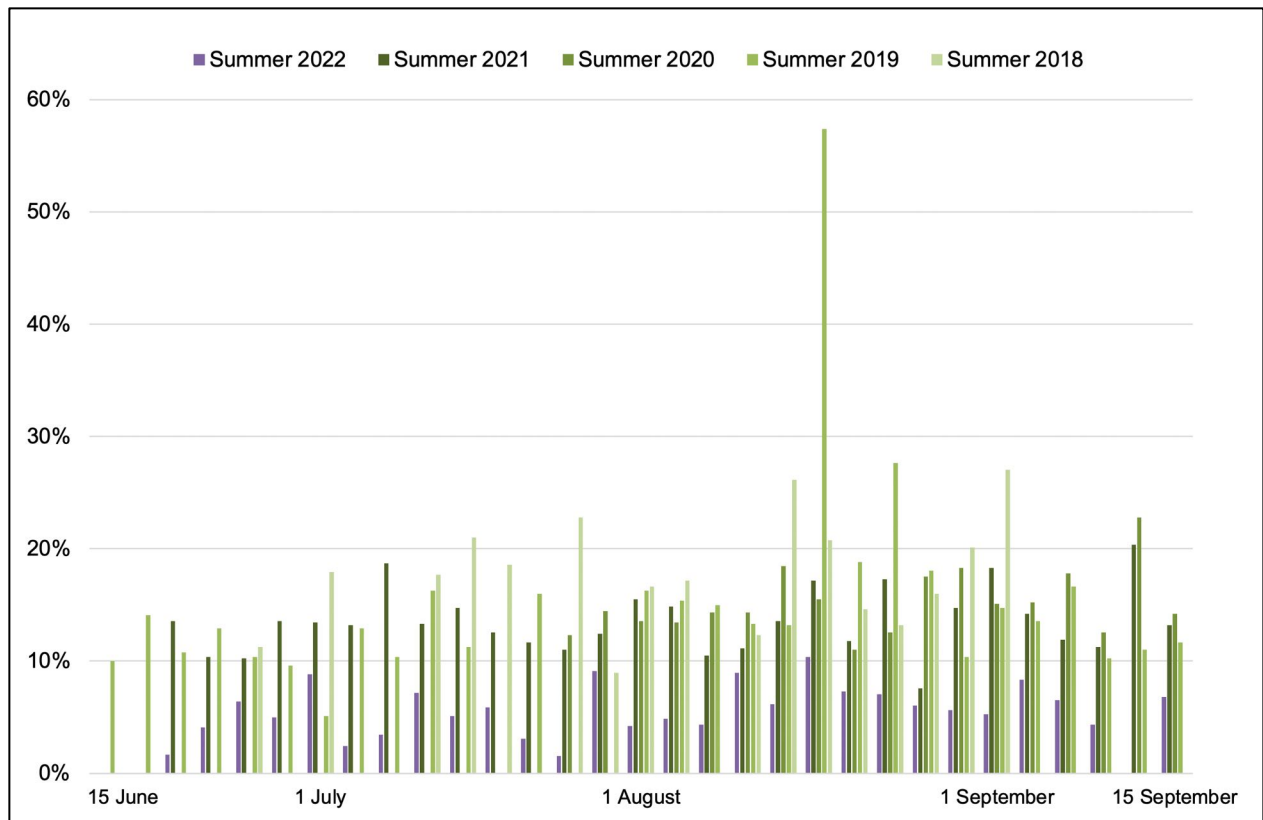
Table 2.1 – Day Lot parking pass sales, 2017 to 2022

	Lots 1–3					Lots 4–5				
	2021- 22	2020- 21	2019- 20	2018- 19	2017- 18	2021- 22	2020- 21	2019- 20	2018- 19	2017- 18
Price	\$72/mo	\$72/mo	\$60/mo	\$50/mo	\$50/mo	\$36/mo	\$36/mo	\$30/mo	\$30/mo	\$30/mo
Dec	351	346	620	704	578	540	572	578	595	344
Jan	292	302	565	760	523	605	626	536	529	560
Feb	208	269	536	560	451	545	585	582	450	399
Mar	201	182	104	524	469	407	467	113	337	240
Jun	156	46	n/a	429	356	637	333	n/a	541	153
Jul	152	50	97	500	406	617	274	546	554	168
Aug	115	47	103	449	351	585	240	359	449	112

COVID-19 pandemic months indicated in red

Free parking is available in the parkade at Whistler Creekside. During the winter there are 1,357 stalls available for day parking, and during the summer there are 393 stalls available (levels P2 through P4 are closed during the summer). During winter the Creekside parkade is well-used, with a seasonal average of 67% occupancy and weekend occupancies reaching 100%. In contrast, during the summer the parkade remains mostly empty, as shown in Figure 2.8. The Transportation Action Plan has been effective in shifting the demand for free parking from the Village Day Lots to Whistler Creekside (and Base 2) during the winter. Additional actions should be considered to replicate this effect in the summer.

Figure 2.8 – Creekside parkade occupancies, weekends/holidays, summer 2018 to 2022



2.2 Village Lots

A general “rule of thumb” for parking management is that the optimum occupancy of a parking facility is 85%, which means that at any given time at least 15% of parking stalls are available for motorists wishing to park. This is an appropriate target for street parking and shorter-term lots in the Village.

There are a total of 365 and 376 general-use municipal parking stalls in the Village, including underground parking at the Conference Centre and Library, in winter and summer respectively (these numbers do not include parking at Marketplace, which is privately-operated). Significant results of the parking surveys are highlighted below, and detailed results are included in the Appendices.

Figures 2.9 and 2.10 illustrate parking occupancies on survey days in winter 2021-22 and summer 2022, respectively. As in previous years, parking occupancies generally remained at or below the 85% target:

- Parking occupancies in the Village in winter 2021-22 were below the 85% target on five of the six survey days, and only reached 88% on one day. Following a decrease during the first winter of the pandemic, occupancy levels in Village lots have returned to pre-pandemic levels.
- Parking occupancies in summer 2022 returned to pre-pandemic conditions, with similar results as in summers 2018 and 2019, slightly exceeding the 85% target on one day.

Figure 2.9 – Village maximum parking occupancy, winter 2015-16 to 2021-22

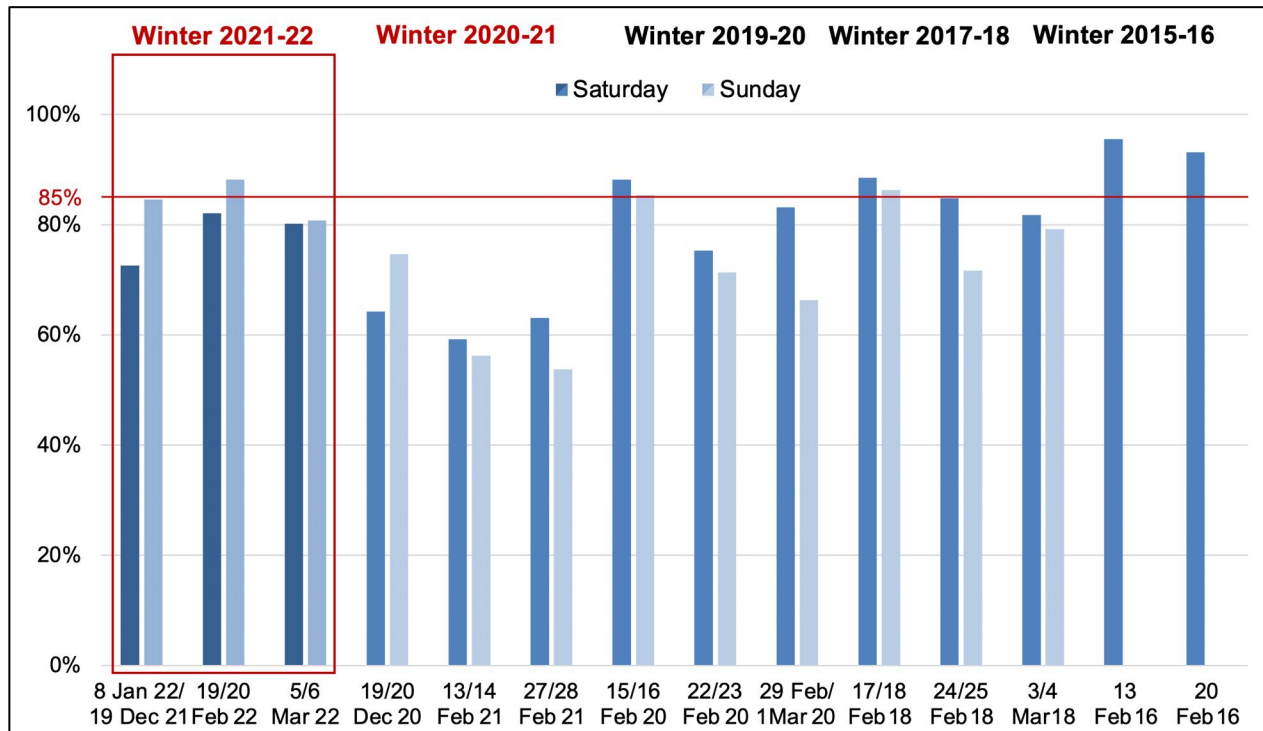
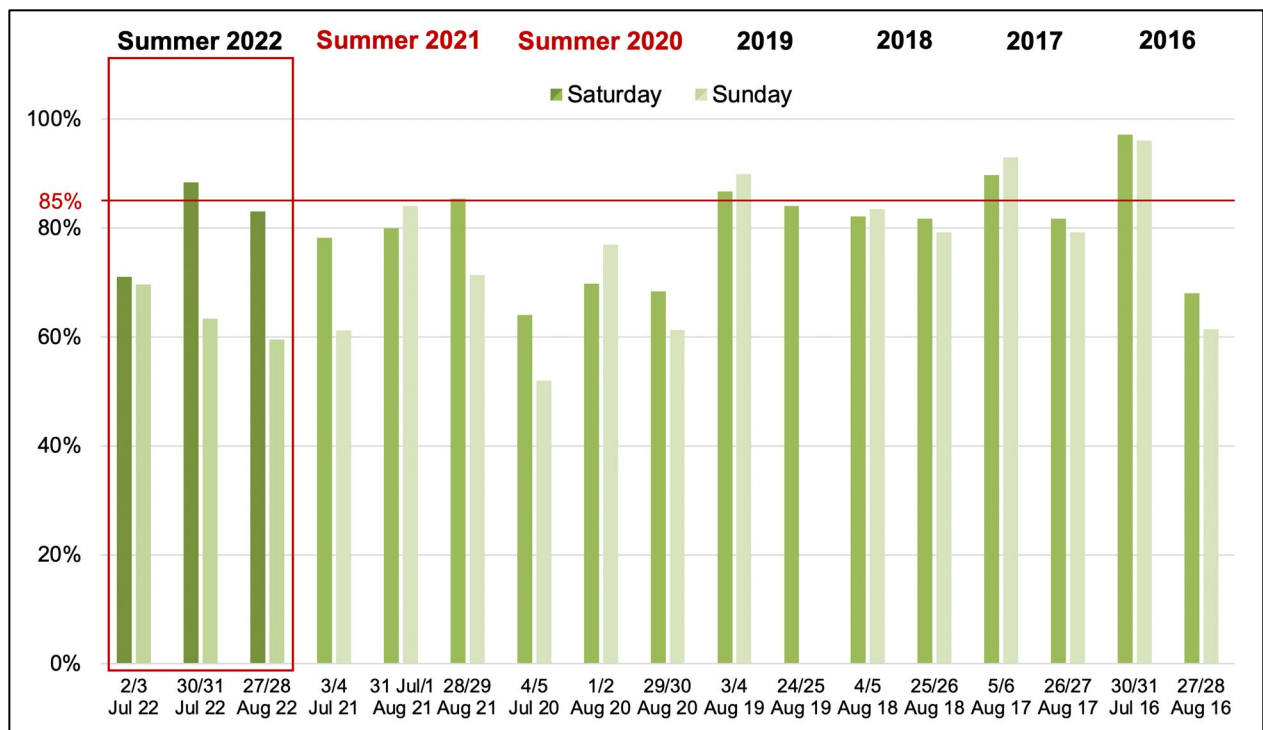


Figure 2.10 – Village maximum parking occupancy, summer 2016 to 2022



COVID-19 pandemic years indicated in red

There are 25 parking spaces on Blackcomb Way in the Upper Village, on the west (southbound) side of the road across from the Glacier Lodge and Le Chamois hotels. Parking on Blackcomb Way is limited to two hours, and is priced at \$2 per hour, the same as in the Village.

Table 2.2 summarizes parking occupancies on Blackcomb Way throughout the day in winter 2021-22 and summer 2022. Occupancies exceeded the 85% target on all twelve survey days in winter and summer. The maximum occupancy in winter reached 116%, reflecting 29 vehicles parked in an area designated for 25 vehicles (additional vehicles typically park beyond the ends of the 2-hour zone in an area signed as “no parking”).

The high occupancies on Blackcomb Way are in part due to vehicles parked for more than the two-hour limit. In previous years, parking stalls were occupied by vehicles parked overtime as much as one-third of the time, and average durations for overtime parking were almost 4 hours.

Table 2.2 – Blackcomb Way parking occupancy, winter 2021-22 and summer 2022

Winter 2021-22		Summer 2022	
Date	Maximum Occupancy	Date	Maximum Occupancy
Sunday 19 December	108%	Saturday 2 July	100%
Saturday 8 January	100%	Sunday 3 July	104%
Saturday 19 February	108%	Saturday 30 July	100%
Sunday 20 February	116%	Sunday 31 July	104%
Saturday 5 March	108%	Saturday 27 August	100%
Sunday 6 March	100%	Sunday 28 August	100%

2.3 Pay Parking at Parks

Pay parking was introduced as a pilot project in summer 2021 at Rainbow, Lakeside, Wayside and Alpha Lake Parks, and continued in summer 2022. The objective for pay parking is to manage parking demand and encourage park visitors to use preferred modes of transportation, and to partially fund the free bike valet and Rainbow Park shuttle bus. Pay parking was in effect in the municipal parking lots at each park, and for a short portion of Alta Lake Road adjacent to the Rainbow Park entrance, from 15 June through 15 September. Parking was priced at \$2/hour from 10 am to 6 pm (accessible parking was at no cost).

Table 2.3 summarizes parking occupancies at peak times on six days over the summer. Occupancies exceeding 85% of the nominal capacity of each facility are highlighted in light orange, indicating conditions when the availability of parking was less than the desired 15%, and occupancies exceeding the nominal capacity (100%) are highlighted in dark orange. Key observations include:

- *Rainbow Park:* The general parking capacity at Rainbow Park was reduced in summer 2022 as the lower parking lot was closed and only the upper lot was available for parking. Despite the reduced capacity, occupancy only exceeded 85% on three of the six survey days. This represents an improvement from the previous summer when occupancy exceeded 85% on 7 of 10 days. Some visitors at the Rainbow Lake trailhead to avoid paying for parking at Rainbow Park or because parking at the park was full. As a result, parking in the paved lot at the Rainbow Lake trailhead exceeded 85% occupancy on most days. Occupancy in the gravel lot at the trailhead only exceeded 85% on one day, which is an improvement compared to the previous summer when the occupancy in the gravel lot exceeded 85% on 6 of 10 days.
- *Lakeside Park:* Occupancy in the parking lot exceeded 85% on three of the six days, and the free parking on Hillcrest Drive exceeded 85% occupancy on only one day on the BC Day long weekend. This represents an improvement from the previous summer when occupancy exceeded 85% on 7 of 10 days in the parking lot, and 3 of 10 days on Hillcrest Drive.
- *Wayside Park:* The parking occupancy only exceeded 85% on one of the six days when parking surveys were conducted. Spillover parking on Highway 99 occurred throughout the summer.
- *Alpha Lake Park:* The parking lot and the free parking on Lake Placid Road exceeded 85% occupancy on the BC Day long weekend and one other day. This represents an improvement from the previous summer when occupancy exceeded 85% on 5 of 10 days.

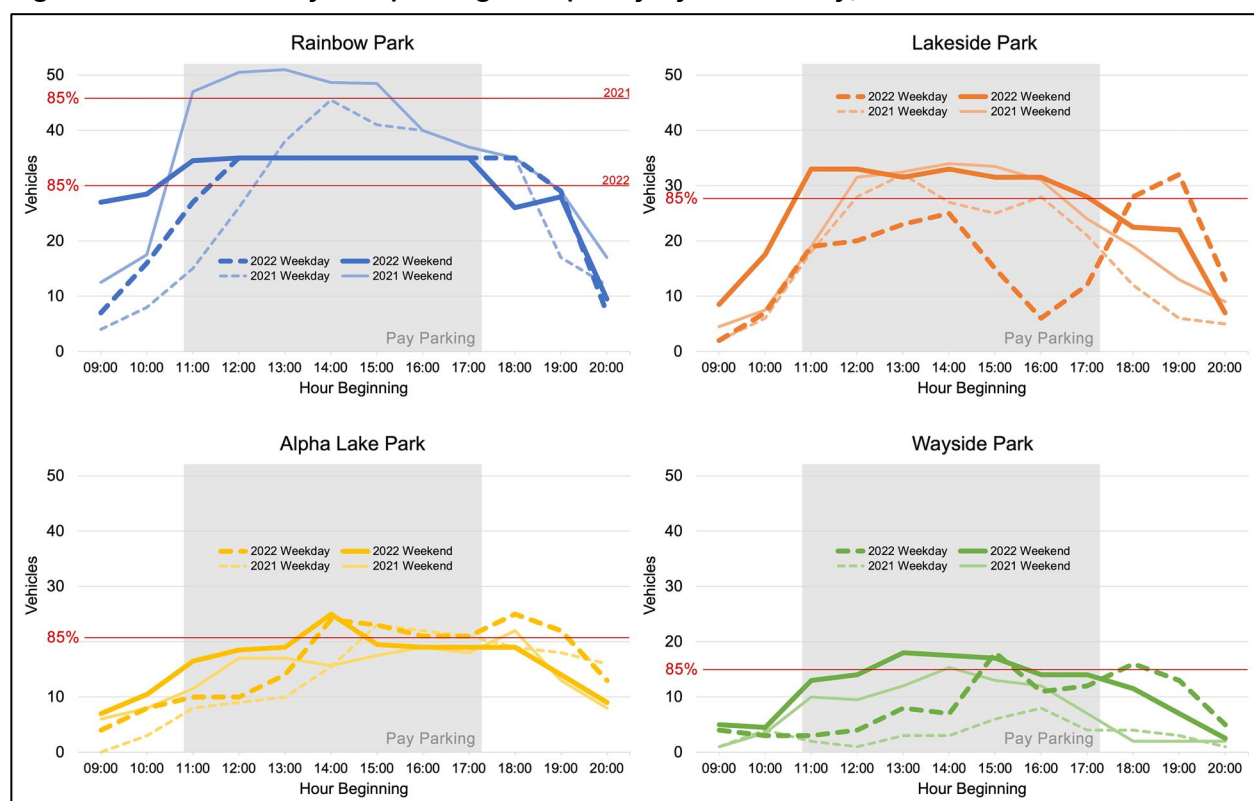
Table 2.3 – Parks and trailhead peak parking occupancy, summer 2022

	Rainbow Park		Rainbow Lake Trailhead		Lakeside Park		Way-side	Alpha Lake Park	
	Lot	Road	Paved	Gravel	Lot	Road	Lot	Lot	Road
Capacity	45 veh	36 veh	21 veh	25 veh	35 veh	50 veh	18 veh	28 veh	21 veh
Thu 14 Jul	84%	22%	48%	16%	94%	68%	56%	54%	76%
Sat 30 Jul	98%	119%	143%	80%	106%	116%	72%	104%	150%
Sun 21 Aug	104%	103%	95%	92%	89%	60%	83%	71%	95%
Sun 28 Aug	82%	11%	95%	64%	80%	18%	72%	71%	67%
Tue 30 Aug	100%	100%	29%	12%	54%	48%	89%	43%	38%
Mon 5 Sep	75%	14%	90%	36%	69%	20%	44%	29%	33%

Capacities include accessible and short-term parking stalls

Figure 2.13 summarizes the results of hourly counts undertaken on three days in August, including times before and after pay parking was in effect. The key finding is that parking occupancies were generally highest during times when pay parking was in effect, which suggests that 10 am to 6 pm is an appropriate time period for pay parking.

Figure 2.13 – Parks daytime parking occupancy by time of day, summer 2021 and 2022



Weekday = Wednesday 20 July 2022, weekend = Sunday 31 July and Saturday 3 September 2022

Table 2.2 summarizes average paid durations in the four parks over the summer. These estimates are derived from pay parking transactions (via parking meters and smartphone apps) and consequently it is not possible to estimate actual parking durations, as many motorists will have departed before their paid time expired. At all four parks, average paid durations were shorter in summer 2022 than during the previous summer.

Table 2.2 – Parks seasonal average durations, summer 2021 and 2022

	Capacity	Paid Duration	
		Summer 2022	Summer 2021
Rainbow Park*	69 veh	117 min	130 min
Lakeside Park	35 veh	117 min	149 min
Wayside Park	18 veh	115 min	129 min
Alpha Lake Park	28 veh	99 min	118 min

* Includes pay parking on Alta Lake Road

2.4 Other Parking

Other significant results regarding parking in the Village and Day Lots include:

- The general parking at the Conference Centre underground parking exceeded the 85% occupancy target on several weekends during winter 2021-22, whereas the 85% target was only exceeded on the final weekend of Crankworx during summer 2022. The occupancy in the reserved parking on level P4 did not exceed 85% at any time. Detailed data is included in the Appendices.
- There is a total of 18 accessible parking stalls in municipal lots in the Village, and 34 stalls in Day Lots 1 through 5. On the six survey days in winter 2021-22, a maximum of 10 accessible stalls were occupied in the Village and a maximum of 11 stalls were occupied in the Day Lots, representing 56% and 32% of total stalls, respectively. In summer 2022, a maximum of 13 stalls in the Village and 28 stalls in the Day Lots were occupied, representing 72% and 82% of total stalls.
- Designated parking for motorcycles is provided in the Conference Centre surface parking lot, Day Lot 3 East and Day Lot 4. The Conference Centre remained the most popular location for motorcycle parking, with an average peak occupancy of 5 motorcycles. In contrast, the motorcycle parking areas in Lot 3 East and Lot 4 were not as well used, remaining empty much of the time and with an average combined peak occupancy of 3 motorcycles.
- There are 11 EV chargers in the Village (9 at the Conference Centre and 2 at the municipal hall), and 24 in the Day Lots (8 each in Lots 1, 2 and 4). Table 2.3 summarizes usage of the chargers. Vehicles were charging an average of 79% of the time that chargers were occupied. The average usage was 5.5 charging hours per day in winter 2021-22, which represents a 40% increase in usage compared to the previous winter, and 5.3 hours/day in summer 2022. The highest usage is consistently in Day Lot 1.

Table 2.3 – EV charger usage, winter 2021-22 and summer 2022

Location	Chargers	Hours/Day/Charger		% Time Charging	
		Winter	Summer	Winter	Summer
Conference Centre	8/9*	4.9 hr	4.3 hr	81%	75%
Municipal Hall	2	4.4 hr	5.1 hr	85%	77%
Day Lot 1	8	7.2 hr	6.2 hr	78%	79%
Day Lot 2	8	5.3 hr	4.7 hr	83%	79%
Day Lot 4	8	5.0 hr	5.9 hr	77%	78%
All	34/35	5.5 hr	5.3 hr	80%	78%
Previous year	30	3.9 hr	5.2 hr	80%	79%

Conference Centre: 4 chargers in surface lot + 4 chargers on P1 in winter, 5 chargers on P1 in summer

3 OTHER TRANSPORTATION ACTIONS

This section presents the results of other actions implemented as part of the Transportation Action Plan, including free transit service on summer weekends and holiday Mondays, a shuttle service to popular parks, a high school transit pass program, a free bicycle valet parking service, and an e-bike share pilot program. Additional parking in neighbourhoods and locations near popular trailheads and parks is also examined.

3.1 Transit

This section discusses transit ridership, pass-ups and the high school transit pass program.

3.1.1 Ridership

Table 3.1 and Figure 3.1 summarize transit ridership in 2019 through 2022 (ridership figures for 2020 include two and a half months prior to the COVID-19 pandemic). Transit service was disrupted in 2022 by a transit strike for 144 days from 29 January through 21 June. Despite the strike, transit ridership increased substantially in 2022 to an average of 6,100 rides per day.

Table 3.1 – Annual transit ridership, 2019 to 2022

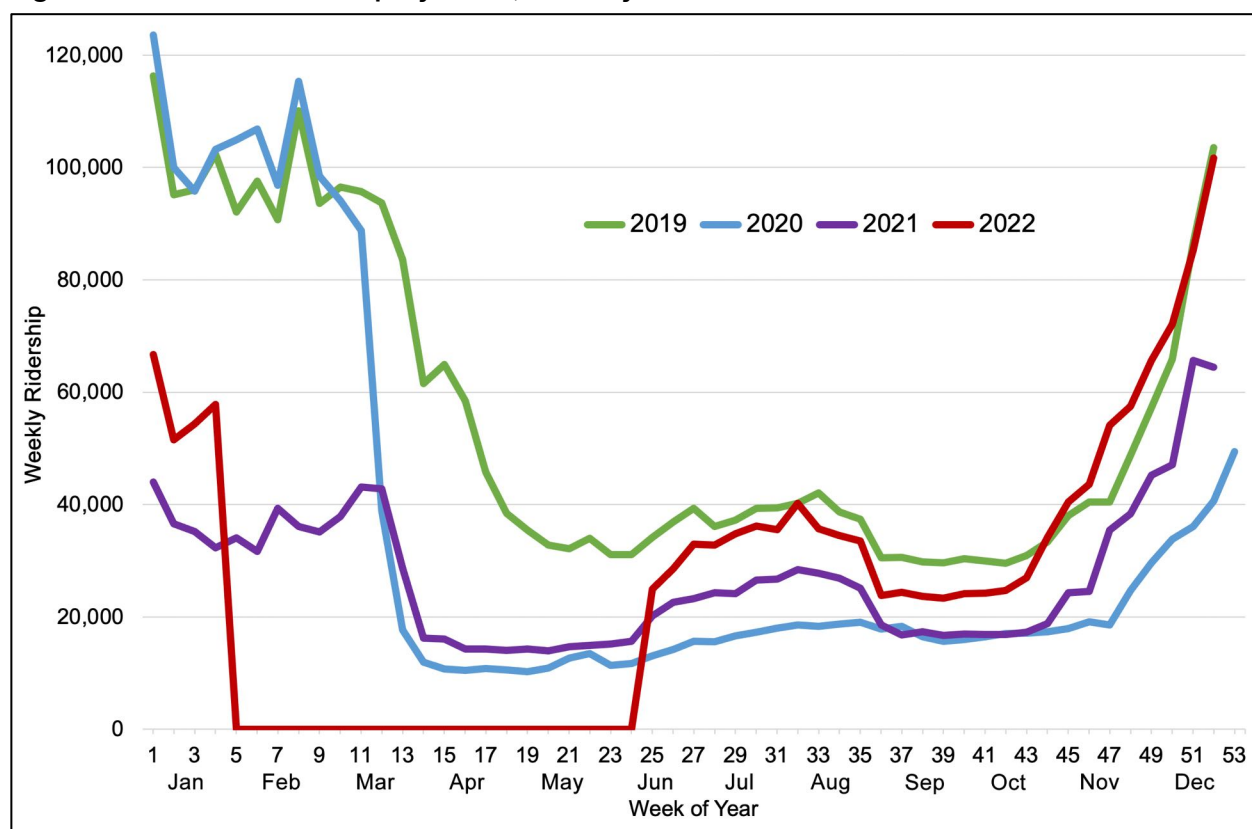
	2022	2021	2020	2019
Total rides	1,350,000	1,420,000	1,916,000	2,906,000
Avg. rides per month	180,00/mo*	118,000/mo	160,000/mo	242,000/mo
Avg. rides per day	6,100/day*	3,890/day	5,240/day	7,960/day

* Excludes transit strike 29 January through 21 June

COVID-19 pandemic years indicated in red

To welcome riders back to transit, the municipality offered a Return to Transit Loyalty Program that included an initial period of free transit across the entire Whistler Transit system, followed by promotional rates on transit passes. Transit was free from 22 June through Labour Day 5 September. Promotional pass prices were offered from 22 June to 31 October, with discounts of 30% on 30-day passes, 40% on 6-month passes and 50% on 12-month passes. In response, 1,850 discounted 6-month and 12-month passes were sold in 2022, an almost four-fold increase from the 490 passes sold in 2019 before the pandemic. The number of discounted 30-day passes sold in 2022 was less than in 2019 (2,133 in 2022 compared to 2,859 in 2019), likely because many pass users took advantage of the discounts to buy 6-month and 12-month passes.

Figure 3.1 – Transit ridership by week, January 2019 to December 2022



By the end of 2022 transit ridership had returned to pre-pandemic levels, with 102,000 rides during the last week of December 2022, compared with 104,000 rides in the last week of December 2019.

Table 3.2 summarizes average daily ridership in summer 2016 through 2022 (Canada Day through Labour Day). In summer 2022 transit was free on all routes. In previous summers, transit was free on Saturdays, Sundays and holiday Mondays, and fares were paid on weekdays. In summer 2022, ridership on weekends was almost at pre-pandemic levels, while ridership on weekdays was free and as a result exceeded pre-pandemic levels.

Table 3.2 – Average daily summer ridership on transit routes with weekday fares

	2022		2021		2020		2019		2018		2017		2016	
	Paid	Free	Paid	Free	Paid	Free	Paid	Free	Paid	Free	Paid	Free	Paid	Free
Saturday	5,010		3,290		2,450		5,840		5,400		5,390		4,680	
Sunday	4,340		3,020		2,280		5,450		4,780		4,650		2,970	
Holiday	n/a		n/a		n/a		n/a		3,580		3,930		2,060	
Weekday	4,660	3,090			2,090		4,270		3,610		3,390		3,110	

Canada Day through Labour Day, COVID-19 pandemic years indicated in red

3.1.2 Pass-Ups

“Pass-ups” occur when a bus “passes up” people waiting at the bus stop. Pass-ups are a problem during summer due to the popularity of the free transit service, particularly during major events such as Crankworx. Table 3.3 compares pass-ups in the summer in 2018 through 2022. Key results include:

- Two-thirds of pass-ups in summer 2022 occurred because the bus was full and no additional passengers could board. This pattern is consistent with pre-pandemic conditions, but the number of pass-ups due to a full bus was significantly lower in summer 2022 than in pre-pandemic years.
- A third of pass-ups in summer 2022 involved cyclists who were left behind because the bike rack on the bus was already full. Although the number of pass-ups due to full bike racks was less than in pre-pandemic years, the number of bicycles carried on buses was also less (8,660 bicycles on buses in summer 2022 as compared to 12,700 bicycles during the summers in 2019 and 2018).
- Two additional pass-ups occurred at the Green Lake lookout because the bus stop was blocked by automobiles and the bus could not safely stop.

Table 3.3 – Transit pass-ups, summer 2018 to 2022

	2022		2021		2020		2019		2018	
	Bike Rack Full	Bus Full	Bike Rack Full	Bus Full	Bike Rack Full	Bus Full	Bike Rack Full	Bus Full	Bike Rack Full	Bus Full
May	0	0	0	0	3	2	15	37	28	134
June	2	0	5	0	0	6	17	7	8	0
July	5	0	15	1	10	87	16	96	16	6
Aug	21	65	21	2	3	0	60	57	21	245
Sept	2	0	1	0	0	15	6	17	12	18
Totals	30	65	42	3	16	110	114	214	85	403

COVID-19 pandemic months indicated in red

3.1.3 High School Transit Pass

The High School Bus Pass Pilot Program began in January 2020. The main goals of the pilot program are to reduce “parent chauffeur” trips within Whistler, thereby reducing highway congestion and GHG emissions, and improve affordability for families in Whistler. The program provides free access to transit for students in grades 8 through 12.

The program includes 533 students at Whistler Secondary School and the Waldorf School. Surveys were conducted of pass users in September and October 2022, and the key findings of the surveys include:

- Two-thirds of students obtained a High School Bus Pass.

- 76% of students reported using transit more as a result of the free bus pass program.
- 26% of students use transit five days per week. Another 56% use transit at least one day per week.
- Students live in all neighbourhoods throughout Whistler, with the highest numbers in Alpine Meadows (16% of students) and Cheakamus Crossing (12%). Approximately 5% of students live in Pemberton.

Beginning in September 2021, transit is free for all children 12 and under in BC. To ensure continuity of free transit for K-12 students in Whistler, the High School Bus Pass Pilot Program should be expanded to include grade 7 students who are 13 years old.

3.2 Park Shuttle Buses

In an effort to reduce the parking demand at Rainbow Park and encourage park visitors to use preferred modes of transportation, a free shuttle bus service was introduced in summer 2021, operating between Rainbow Park and the Village. The shuttle bus service continued in summer 2022, and was expanded to include a free shuttle to Lost Lake Park (replacing Whistler Transit route 8).

The park shuttle bus service was provided with 20-passenger vans that were accessible to persons with disabilities, and included rear cargo space for large items such as deflated watercraft, wagons, baby strollers and bicycles if space permitted. Shuttles operated every 20 minutes, to Rainbow Park on weekends and holidays from 10:00 am to 6:00 pm, and to Lost Lake Park every day of the summer from 11:00 am to 6:00 pm. Stops were located at the Gondola Transit Exchange and Olympic Plaza in the Village, in the parking lots at Lost Lake and Rainbow Parks, with intermediate stops at the Rainbow Lake trailhead and the Meadow Park water park on the Rainbow Park route, and on Blackcomb Way on the Lost Lake route.

Tables 3.4 and 3.5 summarize ridership on the free park shuttle buses. Detailed ridership data is included in the Appendices. Significant results include:

- There were over 13,000 rides on the Lost Lake Park shuttle, averaging 203 rides per day, with a maximum of 425 rides on Saturday 30 July.
- The Lost Lake Park shuttle carried fewer rides than on Whistler Transit route 8 in 2019 prior to the pandemic, and last summer in 2021, as illustrated in Figure 3.2.
- Ridership on the Rainbow Park shuttle decreased as compared with the previous summer. There were 2,000 rides in summer 2022 as compared with over 5,000 rides in summer 2021. Because there were fewer days of service in 2022, a meaningful comparison is average daily ridership, which in summer 2022 was 52% of the ridership in summer 2021. The lower ridership in summer 2022 can be attributed to less promotion of the shuttle service than in summer 2021, as well as the end of travel restrictions that allowed people to travel internationally in summer 2022.

Table 3.4 – Lost Lake Park shuttle bus ridership, summer 2019 to 2022

Direction	2022 Boardings			2021	2020	2019
To Lost Lake Park	Village 5,950 90%	Blackcomb Way 636 10%	Total 6,586 100%			
To Village	Lost Lake Park 6,160 93%	Blackcomb Way 483 7%	Total 6,643 100%			
Totals			13,229 203/day	19,536 279/day	9,919 144/day	22,276 354/day

Whistler Transit route 8 ridership for 2019–2021

Table 3.5 – Rainbow Park shuttle bus ridership, summer 2021 and 2022

Direction	2022 Boardings				2021
To Rainbow Park	Village 675 72%	Meadow Park 114 12%	Rainbow Lake Trail 152 16%	Total 941 100%	2,409 80/day
To Village	Rainbow Park 920 85%	Rainbow Lake Trail 106 10%	Meadow Park 51 5%	Total 1,077 100%	2,679 89/day
Totals				2,018 88/day	5,088 169/day

Figure 3.2 – Lost Lake Park shuttle bus and Whistler Transit route 8 ridership, summer 2019 to 2022

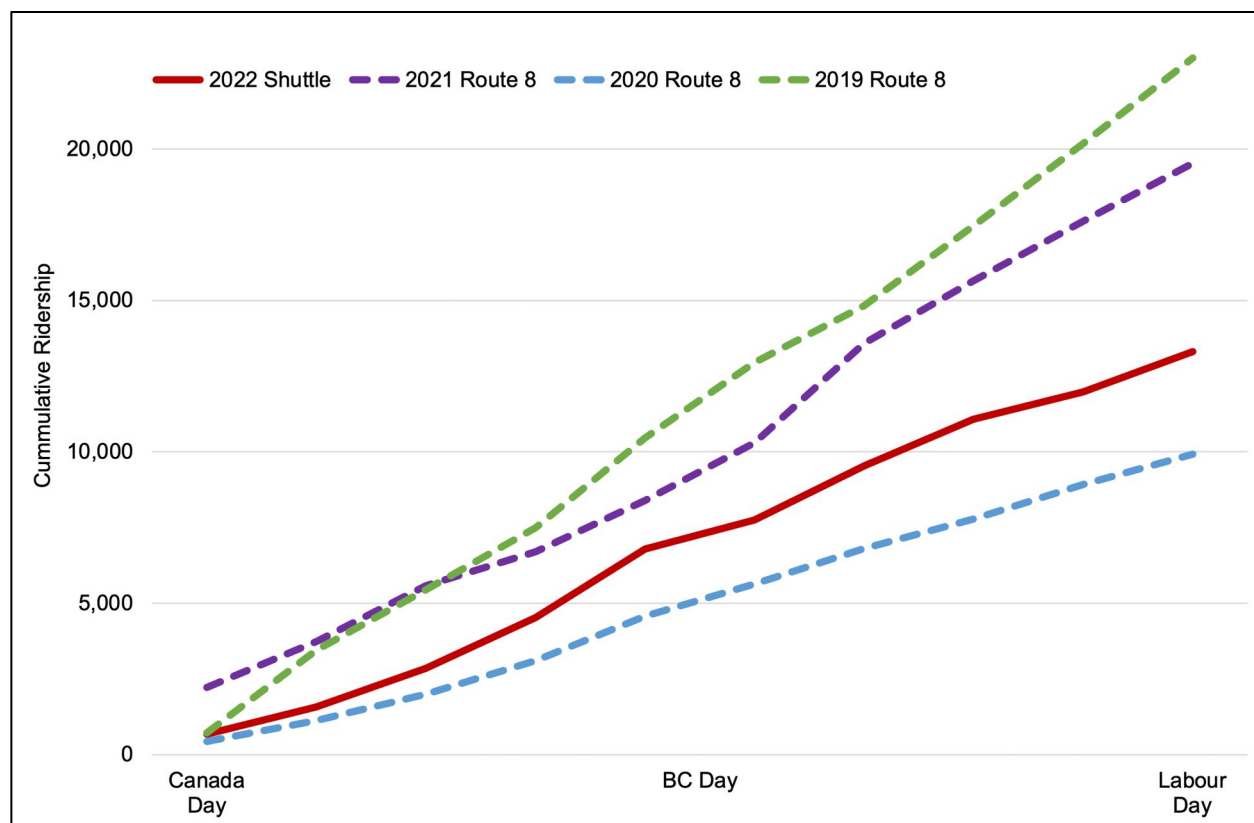
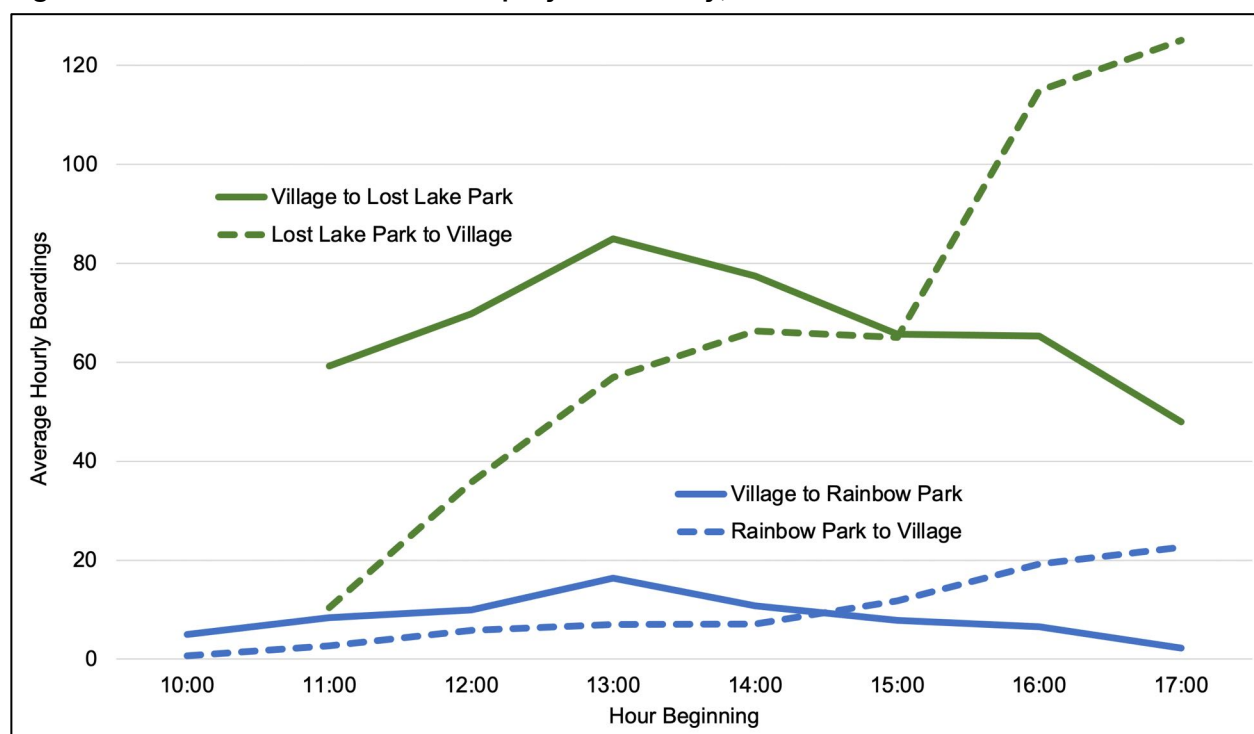


Figure 3.3 illustrates shuttle bus ridership by time of day. While ridership on the Rainbow Park shuttle was fairly constant throughout the day, ridership on the Lost Lake shuttle was significantly higher in the afternoon, especially leaving the park from 4:00 pm onwards. This suggests that the municipality might wish to operate the Lost Lake shuttle later in the evening next summer.

Table 3.6 summarizes responses from interviews of shuttle bus passengers (a total of 72 interviews were conducted on three days in July and August):

- Less than a third (29%) of people did not know in advance that the shuttle bus was free. Last summer almost half (47%) did not know in advance.
- The most common ways people learned about the free shuttle bus was from word of mouth (25%), signs (22%) and an Internet search (21%). Last summer 45% of people learned about the free shuttle bus from signs, far more than from any other source.

Figure 3.3 – Park shuttle bus ridership by time of day, summer 2022



- On the first day that interviews were conducted (23 July), several people commented that the free shuttle should be better publicized. On the second day of interviews (14 August) there was only one comment about better publicity, and there were no comments on the third day (30 August). This result suggests that marketing and publicity efforts were more effective at reaching a wider audience in August.
- The majority of people did not know that they would have to pay for parking at Rainbow Park. For most of those who did know in advance, the pay parking was not a factor in their decision to take the shuttle bus. This result is consistent with last summer.
- A third (36%) of people said they would have taken the shuttle if it was not free, and another 38% said maybe, depending on the price.
- Only 17% of people brought oversize items, a reduction from last summer's 23%.
- Most people (86%) interviewed were visitors. Half the visitors (51%) were from Metro Vancouver, a reduction from last summer's 67%.
- Most Whistler residents interviewed were renters and seasonal employees.

Table 3.6 – Park shuttle bus passenger interviews, summer 2021 and 2022

		2022	2021
Did you know in advance that the shuttle bus and transit buses are free today?	Yes	71%	53%
	No	29%	47%
How did you hear about the shuttle buses?	Word of mouth	25%	12%
	Signs	22%	45%
	Internet search	21%	10%
	Friend or family	11%	5%
	Saw bus	8%	10%
	Visitor centre	7%	8%
Did you know that you would have to pay for parking at Rainbow Park?	Yes	29%	32%
	No	71%	68%
If yes, was pay parking a factor in your decision to take the shuttle bus today?	Yes	25%	18%
	No	75%	82%
Would you have taken the shuttle bus if parking was not free?	Yes	36%	68%
	Maybe	38%	22%
	No	26%	10%
Did you bring any oversize items?	Yes	17%	23%
Where are you from?	Whistler resident	14%	4%
	Metro Vancouver	44%	65%
	B.C.	6%	9%
	Canada	11%	16%
	USA	8%	–
	World	17%	–

3.3 Secure Bicycle Parking

Recognizing that concerns regarding bicycle theft are a significant deterrent to cycling, the municipality operated a free bike valet service during the summer from 25 June through 5 September to encourage people to travel to the Village and two popular parks by bicycle:

- In Olympic Plaza the bike valet operated on Fridays, Saturdays, Sundays and holidays from 11:00 am to 6:00 pm, and on Thursday and Friday evenings to 10:00 pm during the Summer Concert Series. The bike valet also opened two hours early on Canada Day at 9:00 am for the pancake breakfast.
- At Lost Lake Park and Rainbow Park the bike valet operated on Fridays, Saturdays, Sundays and holidays from 11:00 am to 6:00 pm.
- During Crankworx the bike valet operated on Tuesday and Thursday 9 and 11 August. As well, the hours of the Olympic Village bike valet were extended to 8:00 pm for the JoyRide on Saturday 13 August.

The bike valet service operates like a coat check service. A secure fenced area is provided for bicycle storage, and bicycles are always supervised by at least one attendant. Cyclists are issued numbered tickets that they later use to reclaim their bicycles, which are identified with corresponding tags. Large items can also be checked in, such as bags, coolers, chairs, strollers, skateboards, scooters and small watercraft such as paddleboards and kayaks. Figures 3.4 and 3.5 show the bike valet at Rainbow Park and Olympic Plaza.

Table 3.7 summarizes the numbers and types of bicycles checked in at the bike valet in summer 2022. Table 3.8 compares numbers of bicycles at the Village location for 2017 through 2022, and Table 3.9 compares numbers of bicycles at parks in 2022 and 2021. Significant results include:

- The bike valet operated on 43 days during summer 2022. A total of more than 6,000 bicycles were checked in, an average of 140 bicycles per day.
- The highest demand occurred on Canada Day, Friday 1 July, when a total of 509 bicycles were checked in at Olympic Plaza and the two parks. Last summer, the Saturday of the Canada Day long weekend was the busiest day of the summer, with a total of 420 bicycles checked in.
- The highest number of bicycles was at the Olympic Plaza location where there was a total of 2,527 bicycles checked in over the summer, a 19% increase from 2,130 bicycles last summer.
- There were 1,772 and 1,357 bicycles checked in at bicycles at Lost Lake Park and Rainbow Park, respectively, a decrease from the 1,998 and 1,963 bicycles checked in at the parks last summer.
- Saturday was the busiest day, with an average total of 208 bicycles per day at the three locations, compared to 127 per day on Sundays, 104 per day on Fridays, and 104 per day on holidays.

Figure 3.4 – Bike valet at Rainbow Park, summer 2022



Figure 3.5 – Bike valet at Olympic Plaza evening concert, summer 2022



- Demand for the bike valet correlated with the weather. Rain reduced demand as expected, but temperature also had an effect, with reduced demand on hot days with temperatures over 30 degrees as compared with days with moderate temperatures between 25 and 30 degrees. The only exception was the BC Day long weekend, with the second and third-highest numbers of bicycles on days when temperatures reached 33 degrees.
- The average parking duration was 2.6 hours, which is a significant increase from last summer when the average duration was 2.0 hours.
- The Olympic Plaza location averaged 72 bicycles per day on weekends and holidays (not including Thursdays and Fridays). This is slightly more than the two previous summers during the pandemic when there were 67 and 68 bicycles per day, but a significant reduction from two of the three pre-pandemic years (93 bicycles per day in 2019 and 87 bicycles per day in 2017).
- Half the people using the bike valet were visitors from Metro Vancouver. This is a lower proportion than the two summers during the pandemic, but is higher than during pre-pandemic summers. Whistler residents accounted for almost 30% of users, with the reminder from elsewhere in BC, Canada, the U.S. and the world.

The municipality also provides a secure bicycle enclosure in the parking area below the Library with capacity for 30 bicycles, shown in Figure 3.6. Access to the enclosure is limited to cyclists who have registered in advance. In summer 2022 there were 44 cyclists registered to use the enclosure.

Counts were undertaken of bicycles in the enclosure on 34 days from 30 May through 28 August 2022, and in most cases more than one count was undertaken at different times each day. The average number of bicycles observed in the enclosure was 6.8, and the maximum number was 14.

Table 3.7 – Bicycle valet, summer 2022

	Olympic Plaza	Lost Lake Park	Rainbow Park	Totals
Bicycles	2,527	1,772	1,357	5,656
Bicycles per day	62/day	52/day	40/day	51/day
Average duration	2.7 hr	2.4 hr	3.0 hr	2.6 hr
Thursday concerts (7)	312			312
Fridays (9)	424	310	201	935
Saturdays (11)	822	800	661	2,283
Sundays (11)	500	509	393	1,402
Holidays (3)	469	153	102	724
Origins				
Whistler	37.9%	27.8%	37.4%	34.6%
Squamish, Pemberton	2.6%	0.9%	0.8%	1.6%
Metro Vancouver	42.9%	42.0%	37.8%	41.4%
Other BC	5.4%	7.7%	8.7%	6.9%
Other Canada	2.3%	4.5%	3.2%	3.2%
United States	3.8%	7.0%	3.8%	4.8%
Elsewhere in the world	5.1%	10.1%	8.3%	7.5%

Table 3.8 – Bicycle valet in the Village, summer 2017 to 2022

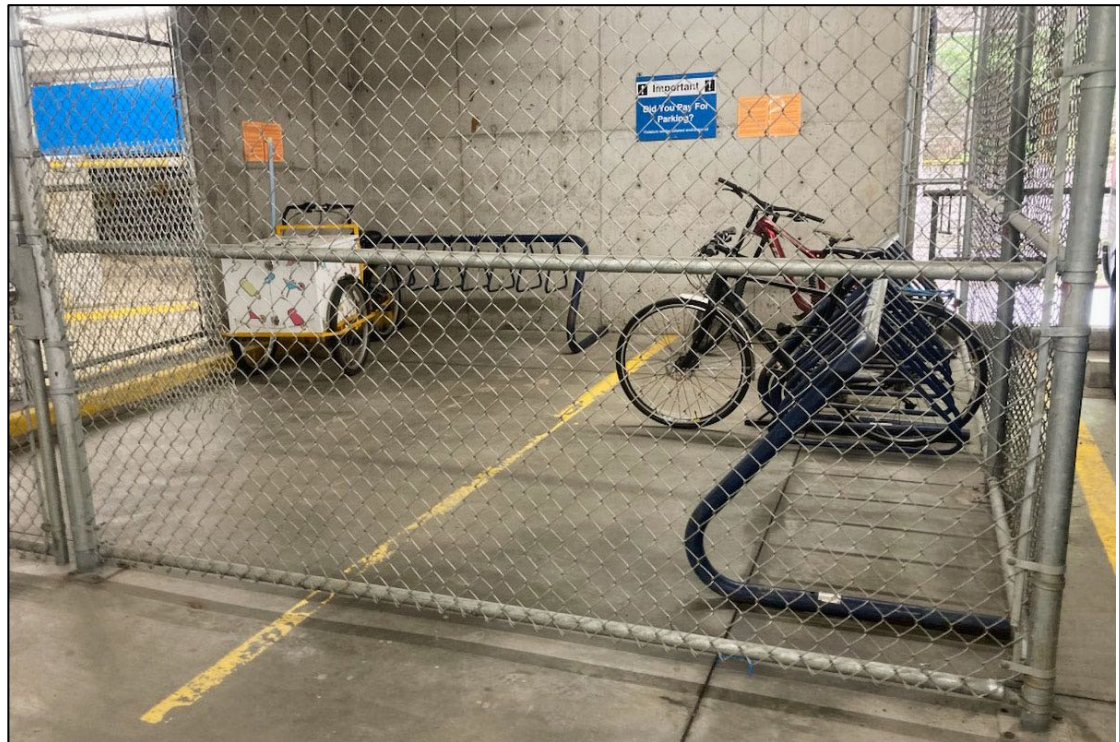
	2022	2021	2020	2019	2018	2017
Days (weekends & holidays)	25	29	21	28	25	16
Bicycles	1,791	1,767	1,396	2,610	1,556	1,385
Bicycles per day	72/day	61/day	67/day	93/day	62/day	87/day
Origins						
Whistler	29.8%	24.5%	30.3%	49.4%	50.5%	38.6%
Squamish, Pemberton	3.5%	2.9%	0.5%	2.6%	1.2%	1.6%
Metro Vancouver	48.9%	58.9%	62.9%	27.2%	23.3%	39.6%
Other BC	6.7%	7.9%	6.3%	4.4%	4.7%	2.6%
Other Canada	2.3%	5.2%	0%	2.2%	2.3%	2.3%
United States	3.2%	0%	0%	9.8%	10.2%	8.4%
Elsewhere in the world	5.6%	0.6%	0%	4.4%	7.8%	6.9%

Table 3.9 – Bicycle valet in parks, summer 2021 and 2022

	Lost Lake Park		Rainbow Park	
	2022	2021	2022	2021
Bicycles	1,772	1,998	1,357	1,963
Bicycles per day	52/day	49/day	40/day	48/day
Average duration	2.4 hr	1.9 hr	3.0 hr	2.1 hr

COVID-19 pandemic years indicated in red

Figure 3.6 – Bicycle enclosure at library



3.4 Evolve E-Bike Share

The municipality launched a demonstration e-bike share program that operated for 84 days from 25 July through 16 October 2022. The goal of the demonstration project was to encourage cycling rather than driving, and to provide more mobility options for residents, employees and visitors in Whistler. A fleet of up to 55 e-bikes were available at 8 e-bike stations located at Olympic Plaza, Day Lot 4, the Fitzsimmons Connector, the Squamish Lil'wat Cultural Centre, Meadow Park Sports Centre, Rainbow Park, Lost Lake Park and Alpha Lake Park.

More than a thousand trips were taken on shared e-bikes, representing 774 unique riders. The average trip length was 3.8 km. The most popular e-bike stations in the Village were at the Squamish Lil'wat Cultural Centre and Olympic Plaza, which together accounted for almost half of all trips. The most popular destination outside of the Village was Meadow Park Sports Centre (11% of trips). The three parks (Lost Lake, Rainbow and Alpha Lake) accounted for a combined 22% of all trips.

To gauge awareness of and interest in the e-bike share program, surveys were conducted of people in the Village and people using the free shuttle buses:

- Tourism Whistler conducted surveys in the Village between 7 July and 5 September. The survey included four questions about the Evolve e-bike share program, and there were 104 responses to the questions.
- Interviews of shuttle bus passengers travelling to and from Lost Lake Park and Rainbow Park were conducted on three days (23 July, 14 and 30 August). The interviews included two questions about the Evolve e-bike share program, and there were 71 responses to the questions.

Table 3.10 summarizes responses to questions about the Evolve e-bike share program. In total, 23% of respondents knew about the program. Among those who didn't know about the program, a total of 35% said they would have used it to travel to/from a park, and a further 33% said they maybe would have used it (it is worth noting that pricing was not included in the brief description of the service given to shuttle bus passengers who were interviewed).

Table 3.10 – Questions about Evolve e-bike share program, summer 2022

		Tourism Whistler	Shuttle Bus Passengers
Responses		104	72
Do you know about the Evolve e-bike share program?	Yes	31%	11%
	No	69%	89%
[Among those who knew about the program] Did you use the e-bike share program to travel to/from Whistler's parks?	Yes	6%	
	No	94%	
[Among those who did not know about the program] Had you known about it, would you have used the e-bike share program to travel to/from Whistler's parks?	Yes	14%	35%
	Maybe	51%	33%
	No	35%	32%

3.5 Valley Trail

Counts were conducted at seven locations on the Valley Trail network in summer 2022, as illustrated in Figure 3.7. Counts are summarized in Table 3.11 and key findings include:

- There were slightly more users on the Valley Trail this summer than last summer, and more than in 2019 before the pandemic (an average of 139 users per hour in summer 2022, compared with 131/hr in 2021, 173/hr in 2020 and 116/hr in 2019).
- The peak number was 327 users per hour at Golf Course South. In previous years the peak number of users was at Whistler Creek, where there was 321/hr in 2021 and 366/hr in 2020.
- There were approximately 15% more people on the Valley Trail weekends than on weekdays. Numbers of users were similar in the morning and the afternoon, on both weekends and weekdays.
- As in previous years, cyclists amounted to slightly more than 70% of users in summer 2022.
- E-bikes accounted for at least 18.8% of all bicycles in summer 2022. The proportion of e-bikes has increased each year, from 10.0% in 2019 to 11.8% in 2020 and 16.9% in 2021. It is likely that some bicycles were not identified as e-bikes if their batteries and motors were not apparent, and as a result the actual proportion of e-bikes is likely higher than the observed 18.8%.

Figure 3.7 – Valley Trail count locations

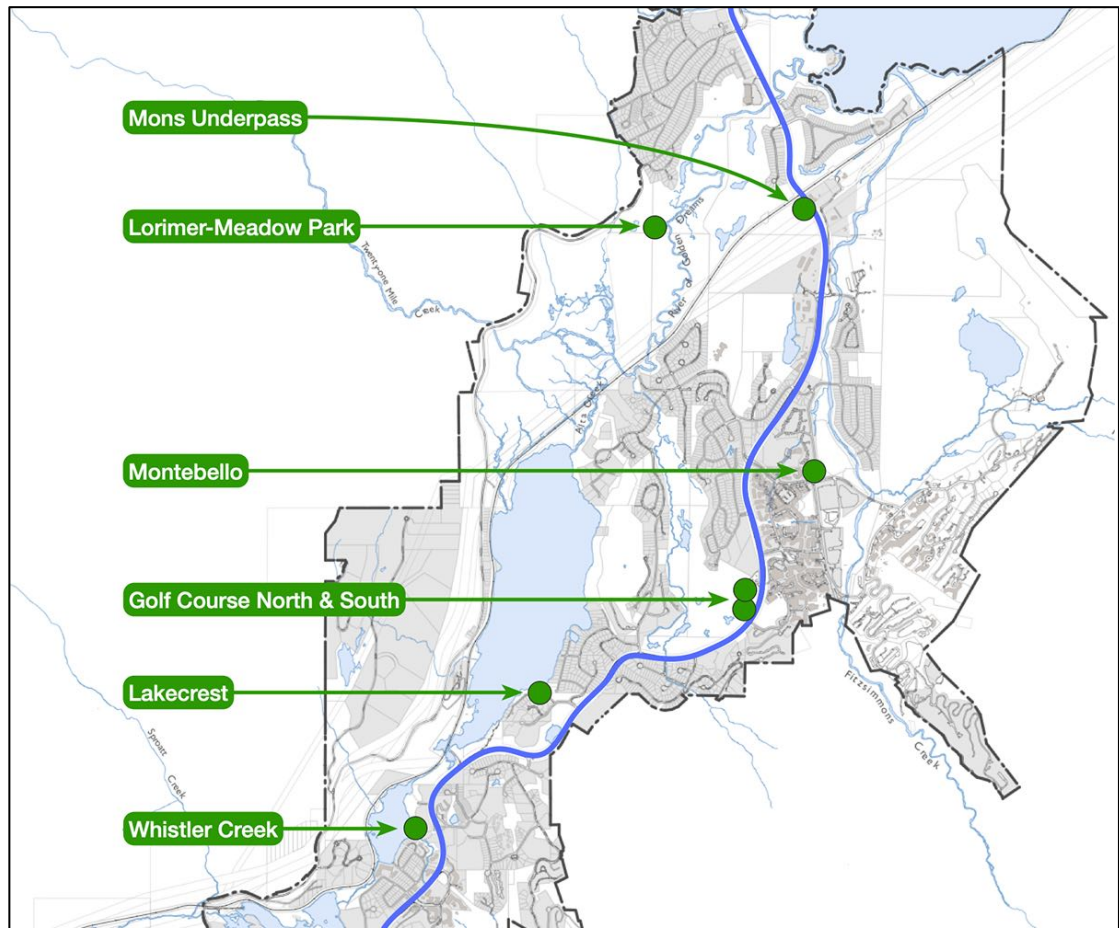


Table 3.11 – Valley Trail users, summer 2022

Location	Avg.	Max.	Classification	
Mons Underpass	73/hr	107/hr	Pedestrian	26.5%
Lorimer-Meadow Park	127/hr	228/hr	Person with disability	0.1%
Montebello	152/hr	228/hr	Conventional bicycle	58.5%
Golf Course North	109/hr	170/hr	E-bike	13.5%
Golf Course South	211/hr	327/hr	Skates	0.2%
Lakecrest	131/hr	184/hr	Skateboard, scooter	0.4%
Whistler Creek	174/hr	317/hr	E-skateboard, e-scooter	0.7%
			Other	0.1%
All locations				
2022	139/hr	327/hr		
2021	131/hr	321/hr		
2020	173/hr	366/hr		
2019	116/hr	n/a		

3.6 Vehicle Occupancy

Vehicle occupancy counts were undertaken for the first time in 2022. These involved counting numbers of people in vehicles at several locations in Whistler, from which average vehicle occupancies could be calculated. Not only does this information provide insight into travel patterns in Whistler, it can also be used to estimate person trips by automobile and motorcycle.

Table 3.12 provides a summary of vehicle occupancy data collected in 2022. Detailed data are included in the Appendices. Significant observations include:

- Average vehicle occupancies are lowest during the morning peak period (1.37 persons per vehicle), and highest on weekends (1.94 persons per vehicle).
- Vehicle occupancies are reasonably consistent between locations, with the exception of Alpine Way west of Highway 99 where the average vehicle occupancy is more than 20% lower than the averages at other locations.

Table 3.12 – Average vehicle occupancies, 2022

		Passenger Vehicles	Motorcycles
Location	Alpine Way west of Hwy 99	1.39 ppv	1.00 ppm
	Lorimer Rd west of Northlands Blvd	1.82 ppv	1.08 ppm
	Blackcomb Way at Lot 4	1.99 ppv	1.20 ppm
	Highway 99 south of Village Gate Blvd	1.73 ppv	1.12 ppm
	Alta Lake Road at #5600	1.86 ppv	no data
Time period	AM peak	1.37 ppv	1.00 ppm
	Midday	1.60 ppv	1.00 ppm
	PM peak	1.80 ppv	1.15 ppm
	Weekend	1.94 ppv	1.16 ppm
All locations, all times		1.74 ppv	1.12 ppm

ppv = persons per vehicle

ppm = persons per motorcycle

APPENDICES

Inventory of Publicly Accessible Parking

Highway 99 Traffic Volumes

Vehicle Occupancies

Weekly Transit Ridership – 2019 to 2022

Additional Parking Data – Winter 2021-22

Additional Parking Data – Summer 2022

Inventory of Publicly Accessible Parking, 2022

Location	Lot	Surface	Under-ground	Parking Stalls		2022 Surveys
				General	Other	
Village	Conference Centre surface (w/s)	•		58/68	4A 4E	✓
	Conference Centre underground		•	153	5E	✓
	Gateway bus loop	•		13		✓
	Gateway visitors centre	•		6	1A	✓
	Village Green	•		8	1A	✓
	Sundial	•		4	5A	✓
				242/252	11A 9E	
	Pan Pacific Village Centre		•	407	3A	✓
	Westin		•	325	5A 4E	✓
	Pan Pacific Mountainside		•	110		
Village North				842	8A 4E	
	Main Street	•		81	3A	✓
	Library		•	16	2A	✓
	Municipal hall (winter/summer)	•		26/27	1/2A 2E	✓
				123/124	6/7A 2E	
	Marketplace	•		269	3A	✓
	Brewhouse		•	25	1A	✓
	Town Plaza		•	88		✓
	Pinnacle		•	82	2A	
				464	6A	
Day Lots	Day Lot 1	•		196	5A 8E	✓
	Day Lot 2	•		253	9A 8E	✓
	Day Lot 3 West	•		167	10A	✓
	Day Lot 3 East (automobiles)	•		107		✓
	Day Lot 4	•		627	6A 8E	✓
	Day Lot 5	•		120	4A	✓
Upper Village				1,470	34A 24E	
	Blackcomb Way s/o Chateau	•		25		✓
	Glacier Lodge		•	16		
	Le Chamois		•	92		
				133		
Base 2	Day Lot 6 (winter only)	•		380		✓
	Day Lot 7 (winter only)	•		360		✓
	Day Lot 8 (winter only)	•		340		✓
				1,080/0		
Creekside	15-min, 1-hour and 2-hours	•		98	3A	✓
	Overheight	•		78		✓
	Levels P1–P4 (winter/summer)		•	1,269/315	10A	✓
				1,445/491	13A	
Totals (winter/summer)				5,799/3,776 + 78/79A + 39E		

A= Accessible parking, E = Electric vehicle charging

Highway 99 Traffic Volumes

Average vehicles per day at Brio, by month January–June

	January	February	March	April	May	June
2022	19,617	23,002	23,039	21,862	21,503	22,607
2021	19,233	18,796	20,794	15,452	13,507	20,656
2020			10,839	9,598	13,122	16,609
	21,859	22,830	21,400			
2019	22,283	22,583	22,608	21,291	21,547	23,307
2018	21,978	22,639	22,727	21,256	21,789	23,650
2017	22,139	22,983	22,757	22,202	21,928	23,580
2016	21,542	22,789	23,405	21,739	21,389	23,346
2015	20,043	21,243	20,555	19,809	19,725	21,471
2014	20,577	20,423	20,515	19,091	18,391	19,623

COVID-19 pandemic months indicated in red, average 1–15 March 2020, average 16–31 March 2020

Average vehicles per day at Brio, by month July–December

	July	August	September	October	November	December
2022	24,332	25,785	22,427	19,288	18,010	21,212
2021	25,643	26,549	24,494	19,189	19,092	21,433
2020	22,082	23,800	21,066	19,290	16,705	20,148
2019	25,313	26,831	22,357	19,704	19,048	22,333
2018	25,919	27,208	22,562	20,528	19,604	22,409
2017	25,958	26,493	22,335	19,851	19,471	22,401
2016	26,252	27,052	22,788	19,671	19,820	22,585
2015	24,284	25,312	21,582	19,148	18,750	22,585
2014	20,738	23,914	19,878	17,503	17,501	21,783

COVID-19 pandemic months indicated in red

Vehicle Occupancies

Average vehicle occupancies, 2022

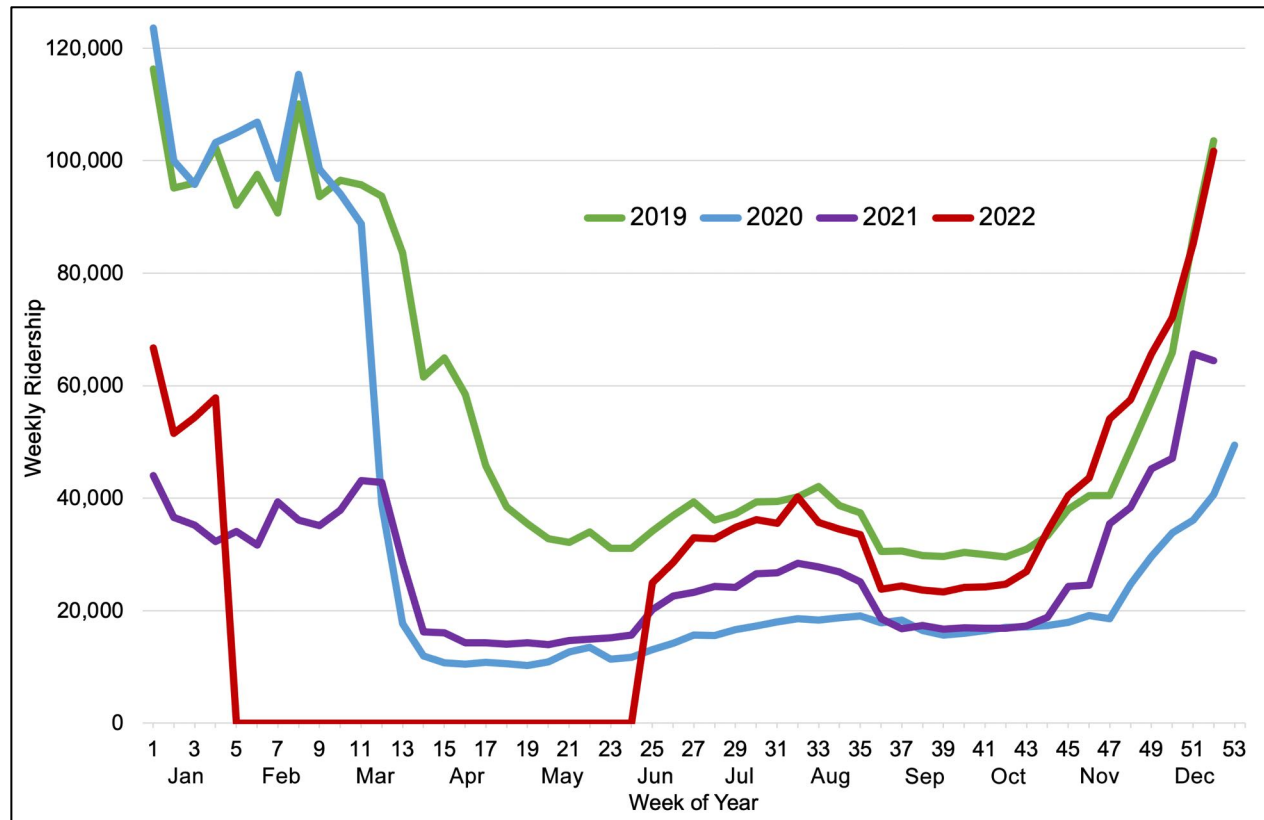
Location	Date	Time Period	Passenger Vehicle Sample	Passenger Vehicles Occ.	Motorcycles Sample	Motorcycles Occ.
Alpine Way west of Hwy 99	Sun 10 Jul 2022	Weekend	246	1.57 ppv	3	1.00 ppm
	Wed 10 Aug 2022	AM peak	252	1.32 ppv	0	
	Tue 4 Oct 2022	Midday	234	1.28 ppv	5	1.00 ppm
Lorimer Rd west of Northlands Blvd	Sun 10 Jul 2022	Weekend	625	2.00 ppv	3	1.00 ppm
	Tue 26 Jul 2022	Midday	290	2.26 ppv	2	1.00 ppm
	Tue 26 Jul 2022	PM peak	324	1.90 ppv	6	1.17 ppm
	Tue Oct 2022	AM peak	462	1.27 ppv	2	1.00 ppm
Blackcomb Way at Lot 4	Sun 13 Feb 2022	Weekend	172	2.00 ppv	0	
	Mon 11 Jul 2022	PM peak	216	2.16 ppv	11	1.09 ppm
	Wed 7 Sep 2022	Midday	136	1.65 ppv	1	1.00 ppm
	Sun 18 Sep 2022	Weekend	241	2.03 ppv	3	1.67 ppm
Highway 99 south of Village Gate Blvd	Sun 13 Feb 2022	Weekend	1,204	1.86 ppv	0	
	Mon 11 Jul 2022	PM peak	1,509	1.73 ppv	43	1.16 ppm
	Wed 10 Aug 2022	Midday	1,320	1.1 ppv	16	1.00 ppm
	Wed 7 Sep 2022	AM peak	1,015	1.42 ppv	5	1.00 ppm
	Sun 18 Sep 2022	Weekend	1,500	2.01 ppv	28	1.14 ppm
Alta Lake Road at #5600	Tue 26 Jul 2022	PM peak	74	1.86 ppv	0	
All locations, all dates, all time periods			9,820	1.74 ppv	128	1.12 ppm

ppv = persons per vehicle

ppm = persons per motorcycle

Weekly Transit Ridership – 2019 to 2022

Transit ridership by week, January 2019 to December 2022



Transit ridership by week, 2019 to 2022

Week	Week Beginning	2022	2021	2020	2019
1	3 January 2022	66,725	43,991	123,587	116,345
2	10 January 2022	51,520	36,575	99,996	95,162
3	17 January 2022	54,341	35,232	95,788	96,069
4	24 January 2022	57,813	32,327	103,229	102,434
5	31 January 2022	0	34,125	104,959	92,082
6	17 February 2022	0	31,657	106,847	97,608
7	14 February 2022	0	39,337	96,811	90,688
8	21 February 2022	0	36,145	115,353	110,089
9	28 February 2022	0	35,157	98,438	93,618
10	7 March 2022	0	37,898	94,118	96,562
11	14 March 2022	0	43,098	88,774	95,719
12	21 March 2022	0	42,805	38,955	93,668
13	28 March 2022	0	28,670	17,301	83,572

Transit strike 29 January–21 June 2022

COVID-19 pandemic weeks indicated in red

Transit ridership by week, 2019 to 2022, continued

Week	Week Beginning	2022	2021	2020	2019
14	4 April 2022	0	16,233	11,980	61,552
15	11 April 2022	0	16,094	10,738	64,910
16	18 April 2022	0	14,314	10,514	58,441
17	25 April 2022	0	14,333	10,802	45,831
18	2 May 2022	0	14,081	10,573	38,482
19	9 May 2022	0	14,284	10,241	35,420
20	16 May 2022	0	13,962	10,865	32,802
21	23 May 2022	0	14,700	12,693	32,144
22	30 May 2022	0	14,956	13,492	33,998
23	6 June 2022	0	15,149	11,374	31,059
24	13 June 2022	0	15,684	11,738	31,105
25	20 June 2022	24,985	20,154	13,062	34,164
26	27 June 2022	28,621	22,577	14,213	36,953
27	4 July 2022	32,941	23,255	15,477	39,331
28	11 July 2022	32,777	24,300	15,578	36,109
29	18 July 2022	34,775	24,189	16,608	37,229
30	25 July 2022	36,154	26,582	17,249	39,298
31	1 August 2022	35,572	26,700	18,021	39,432
32	8 August 2022	40,250	28,426	18,604	40,241
33	15 August 2022	35,662	27,748	18,361	42,069
34	22 August 2022	34,481	26,884	18,753	38,658
35	29 August 2022	33,538	25,140	19,041	37,367
36	5 September 2022	23,837	18,564	17,886	30,562
37	12 September 2022	24,419	16,773	18,307	30,583
38	19 September 2022	23,633	17,332	16,440	29,802
39	26 September 2022	23,380	16,716	15,632	29,652
40	3 October 2022	24,179	16,982	15,984	30,332
41	10 October 2022	24,220	16,900	16,496	30,002
42	17 October 2022	24,728	16,863	17,035	29,528
43	24 October 2022	26,950	17,284	17,144	30,932
44	31 October 2022	34,163	18,794	17,350	33,386
45	7 November 2022	40,477	24,292	17,919	38,014
46	14 November 2022	43,607	24,514	19,103	40,493
47	21 November 2022	54,104	35,420	18,564	40,501
48	28 November 2022	57,495	38,367	24,752	48,805
49	5 December 2022	65,668	45,217	29,662	57,302
50	12 December 2022	72,118	47,124	33,813	65,946
51	19 December 2022	85,315	65,698	36,084	86,628
52	26 December 2022	101,692	64,446	40,609	103,591
53				49,466	

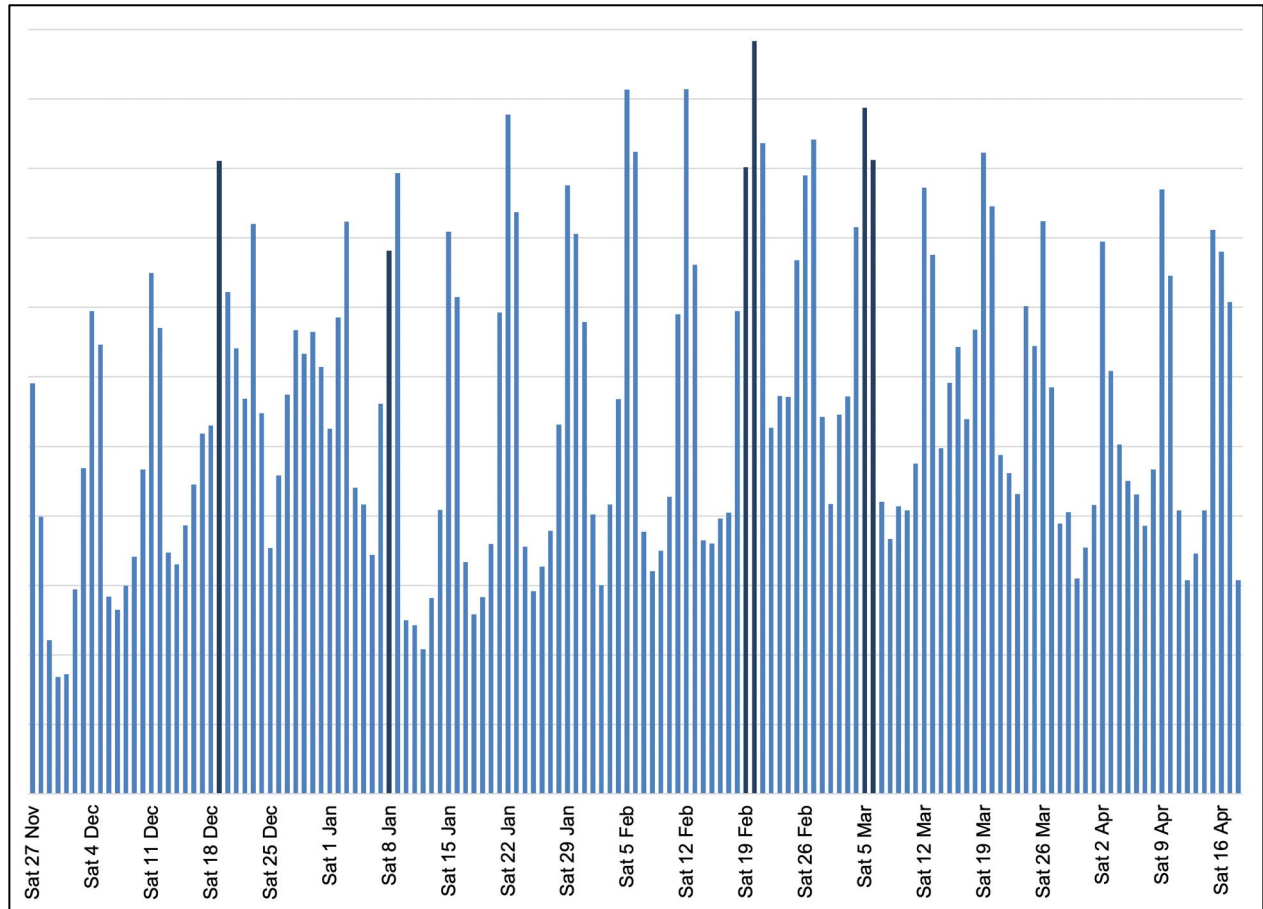
Transit strike 29 January–21 June 2022

Free transit 22 June–5 September 2022

COVID-19 pandemic weeks in red

Additional Parking Data – Winter 2021-22

Daily parking revenue, Village lots + Day Lots, winter 2021-22

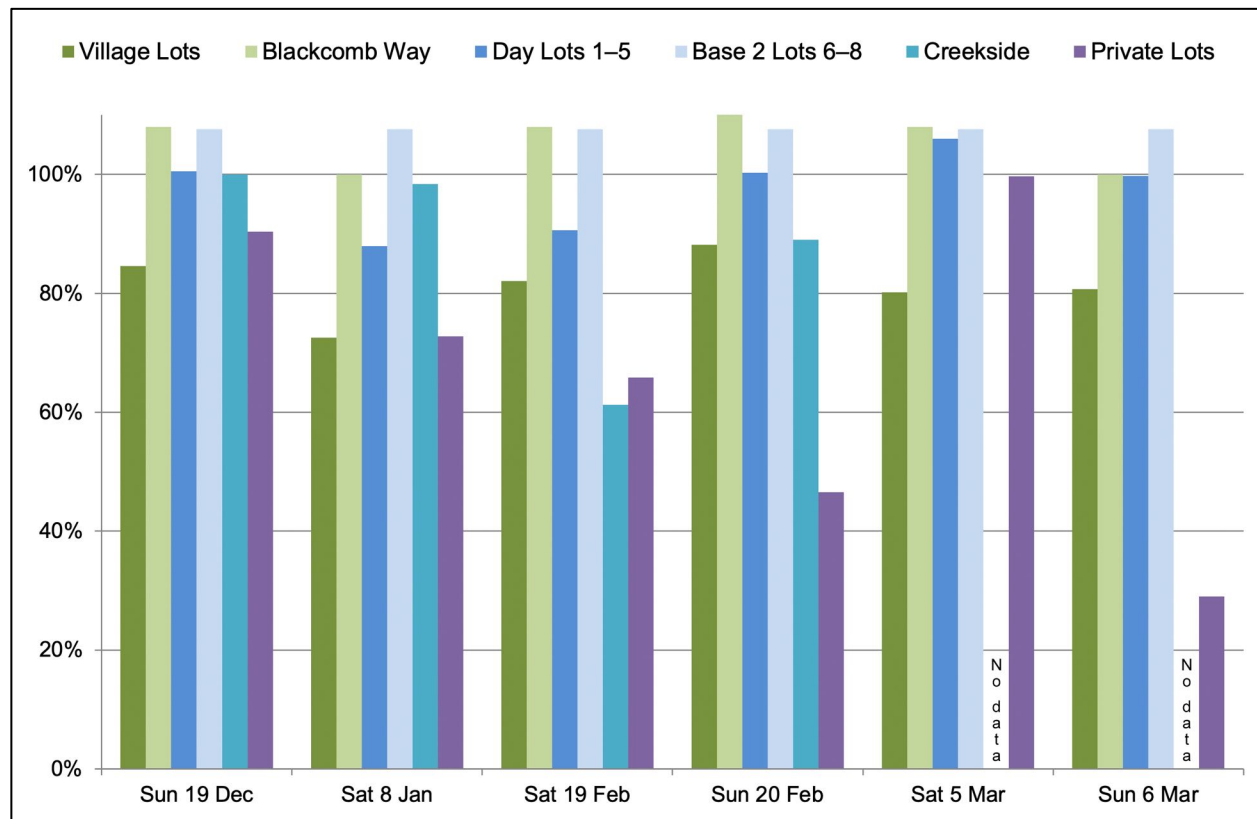


Parking survey days indicated in dark blue

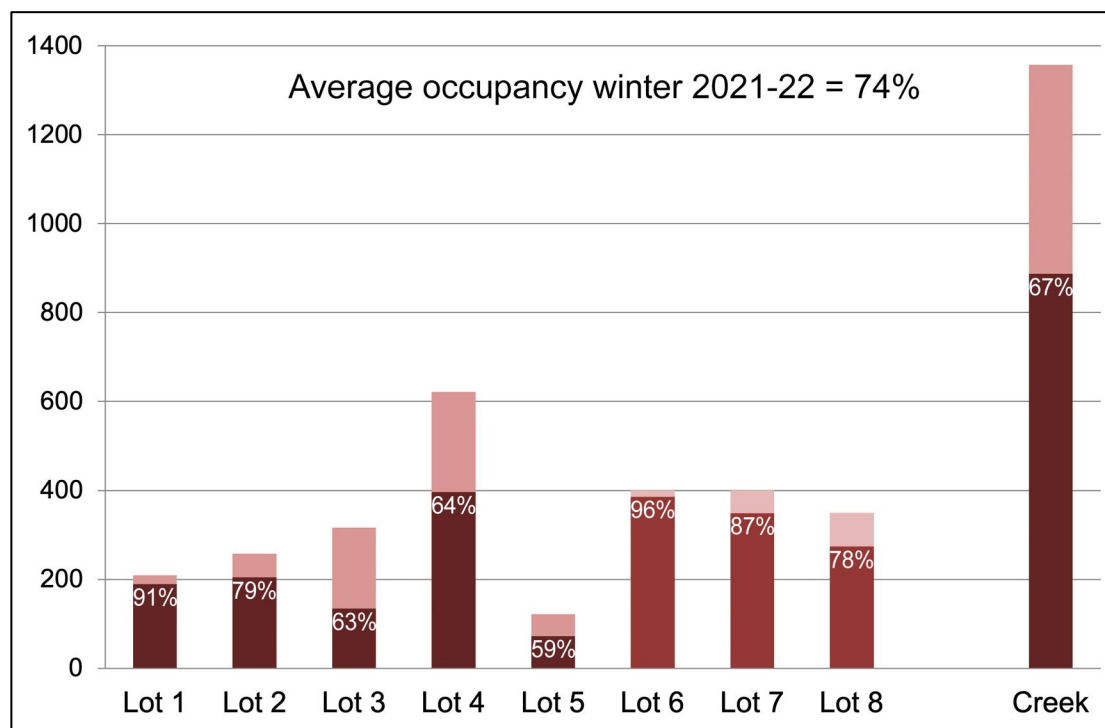
Maximum parking occupancies, winter 2021-22

	Capacity	Sun 19 Dec	Sat 8 Jan	Sat 19 Feb	Sun 20 Feb	Sat 5 Mar	Sun 6 Mar
Main Street	78	89%	68%	97%	90%	86%	74%
Conference Ctr	211	99%	81%	89%	100%	86%	97%
Other Village	74	46%	43%	54%	61%	58%	45%
All Village	363	85%	73%	82%	88%	80%	81%
Blackcomb Way	25	108%	100%	108%	116%	108%	100%
Day Lots 1-5	1,475	101%	88%	91%	100%	106%	100%
Base 2 Lots 6-8	1,080	108%	108%	108%	108%	108%	108%
Creekside	1,445	100%	98%	61%	89%	n/a	n/a
Private Lots	1,114	90%	73%	72%	61%	93%	43%

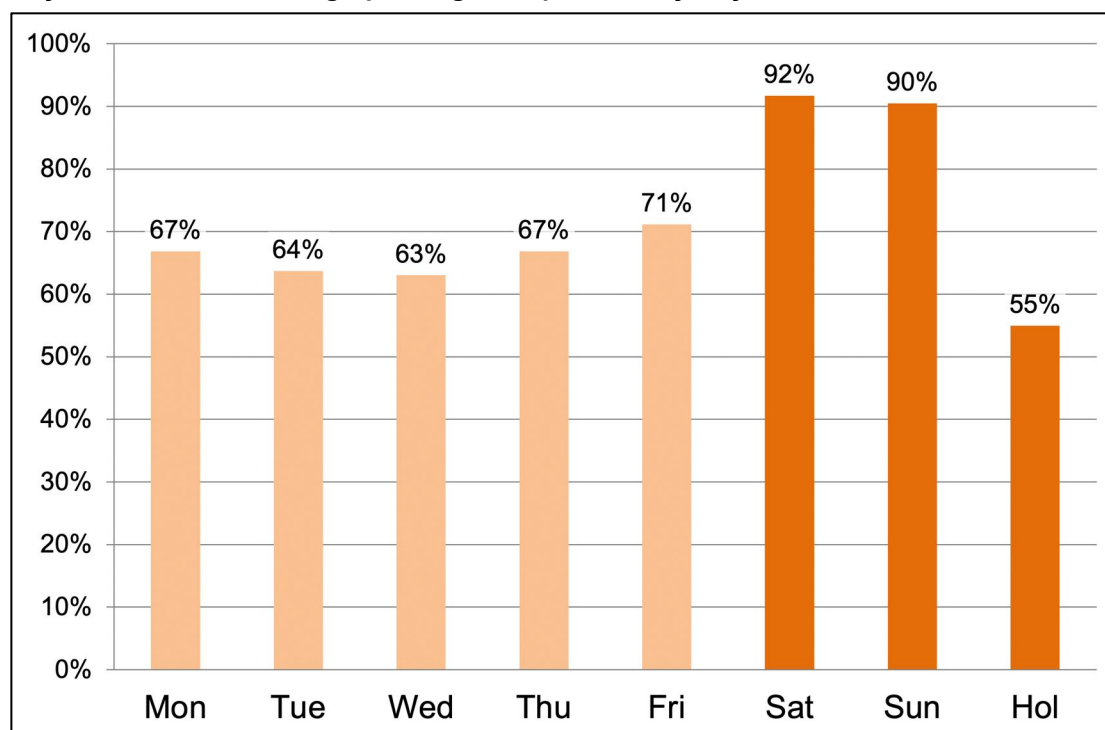
Maximum parking occupancies, winter 2021-22



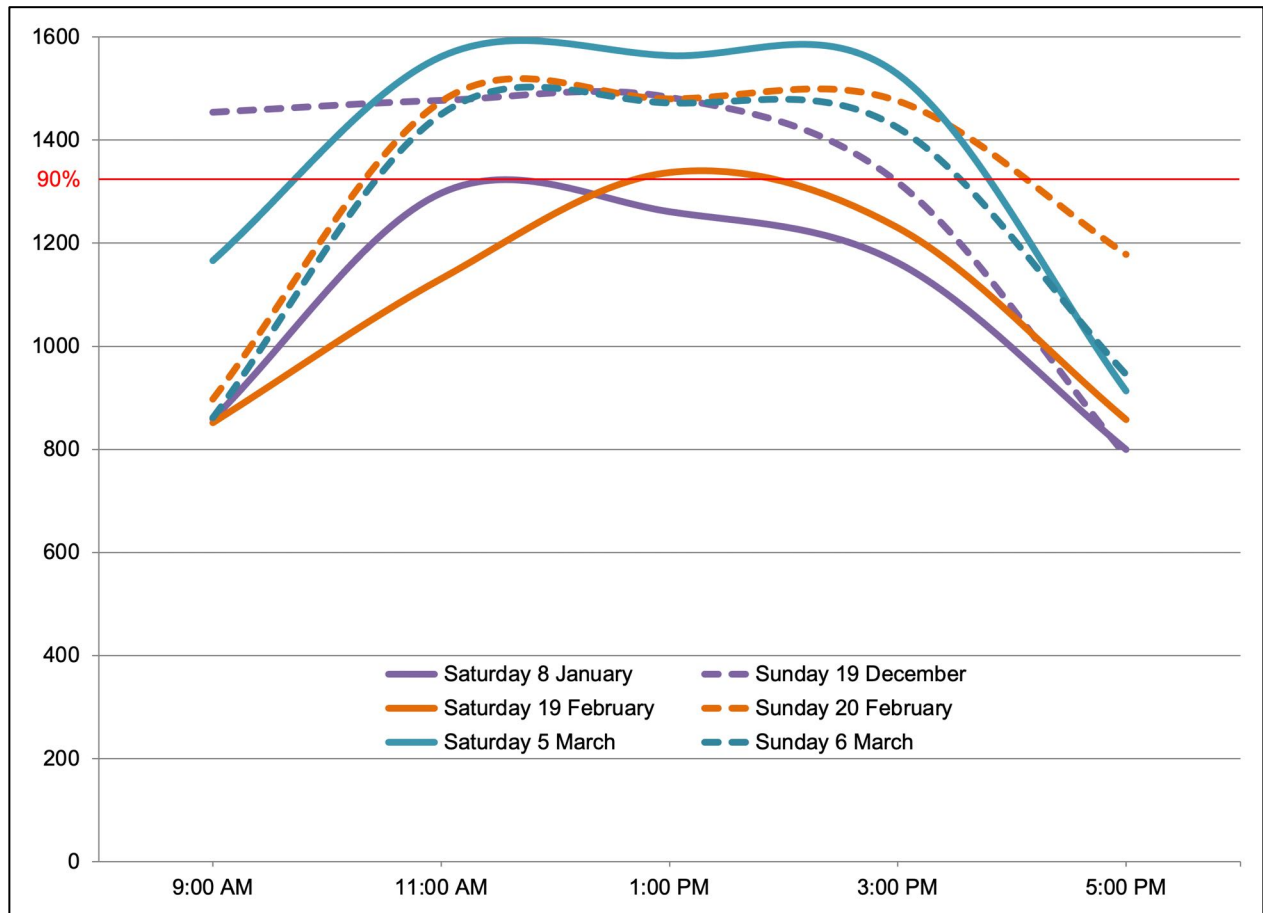
Day Lot seasonal average parking occupancies by lot, winter 2021-22



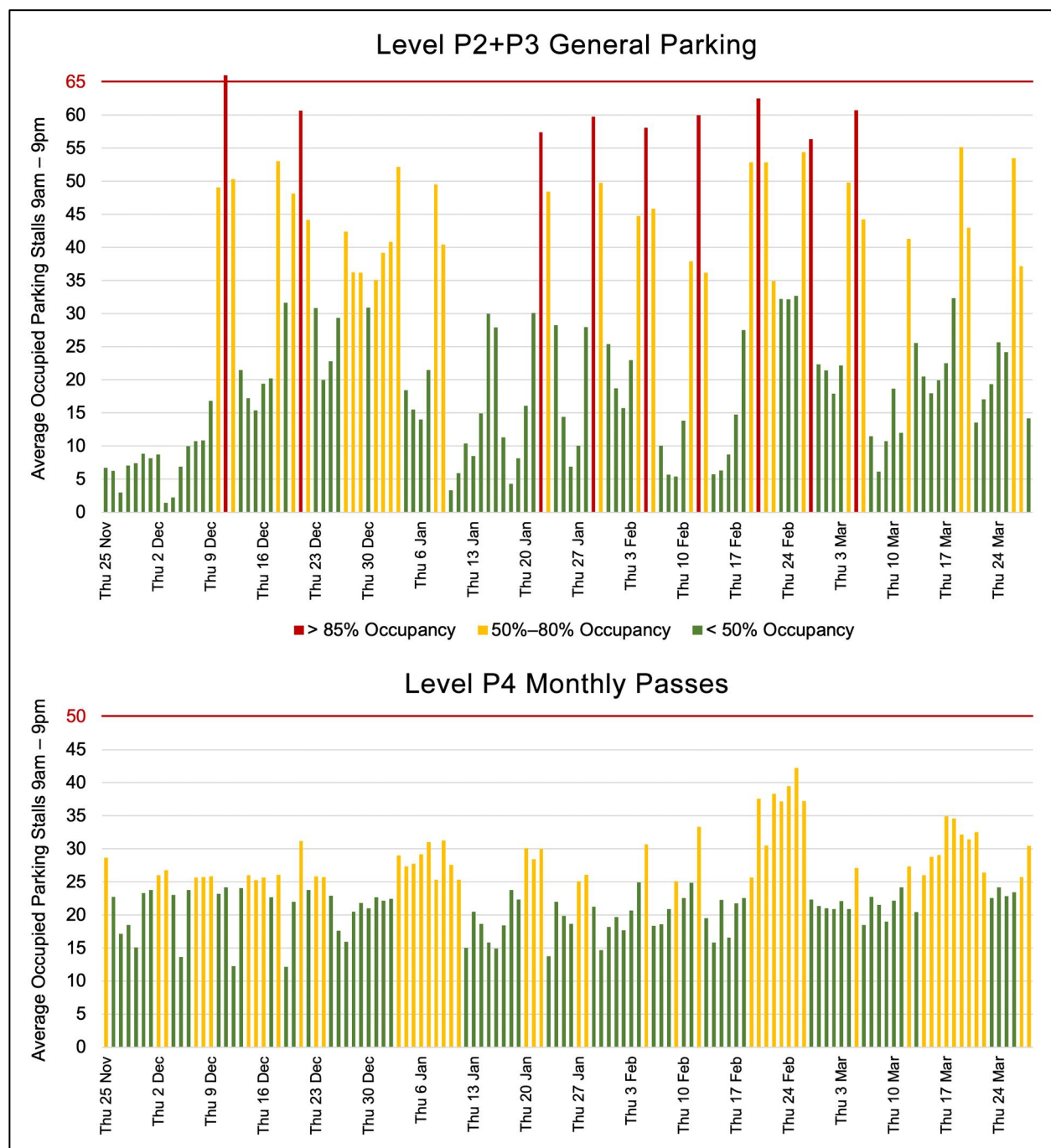
Day Lot seasonal average parking occupancies by day of the week, winter 2021-22



Day Lot parking occupancies by time of day, winter 2021-22

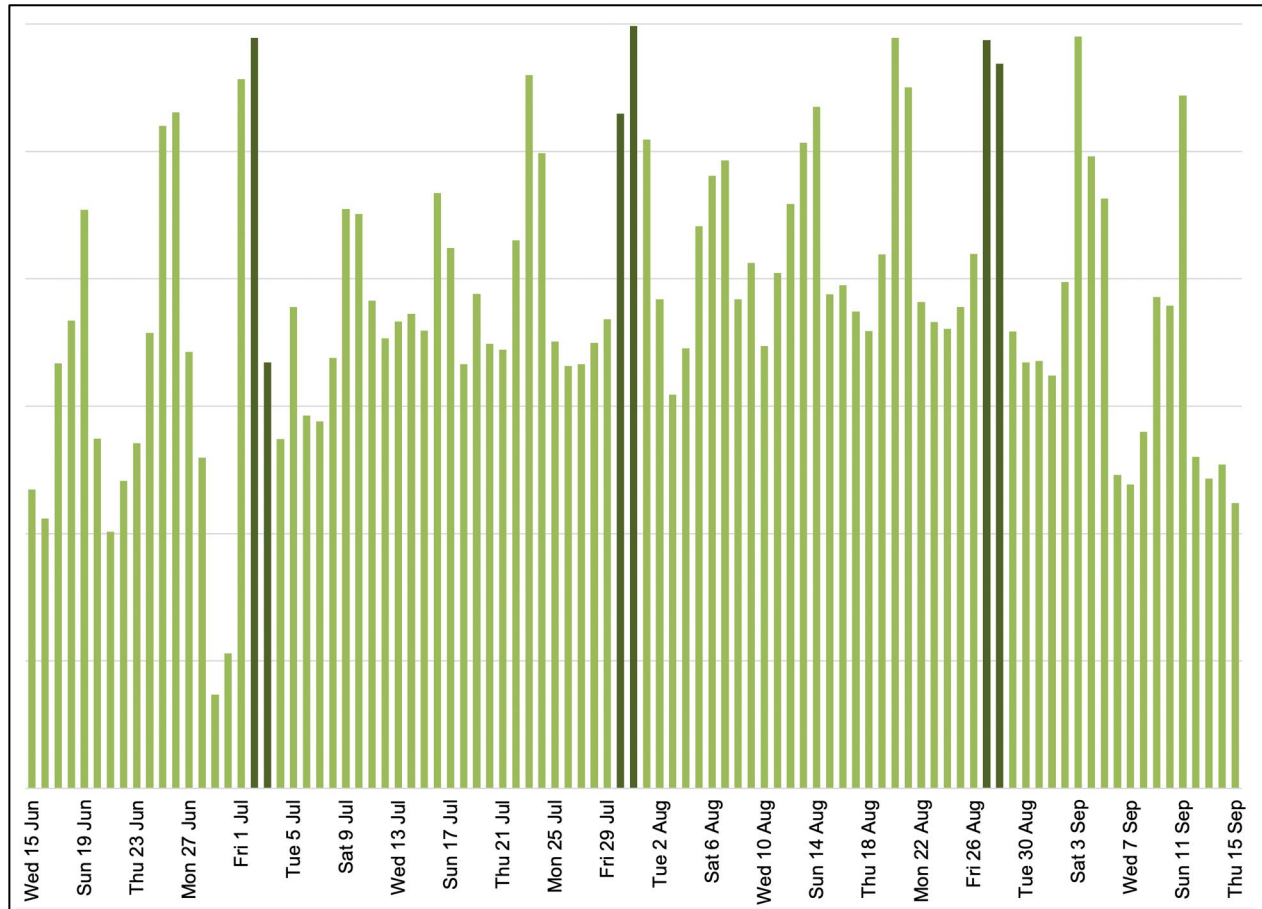


Conference Centre underground parking occupancy, winter 2021-22



Additional Parking Data – Summer 2022

Daily parking revenue, Village lots + Day Lots, summer 2022

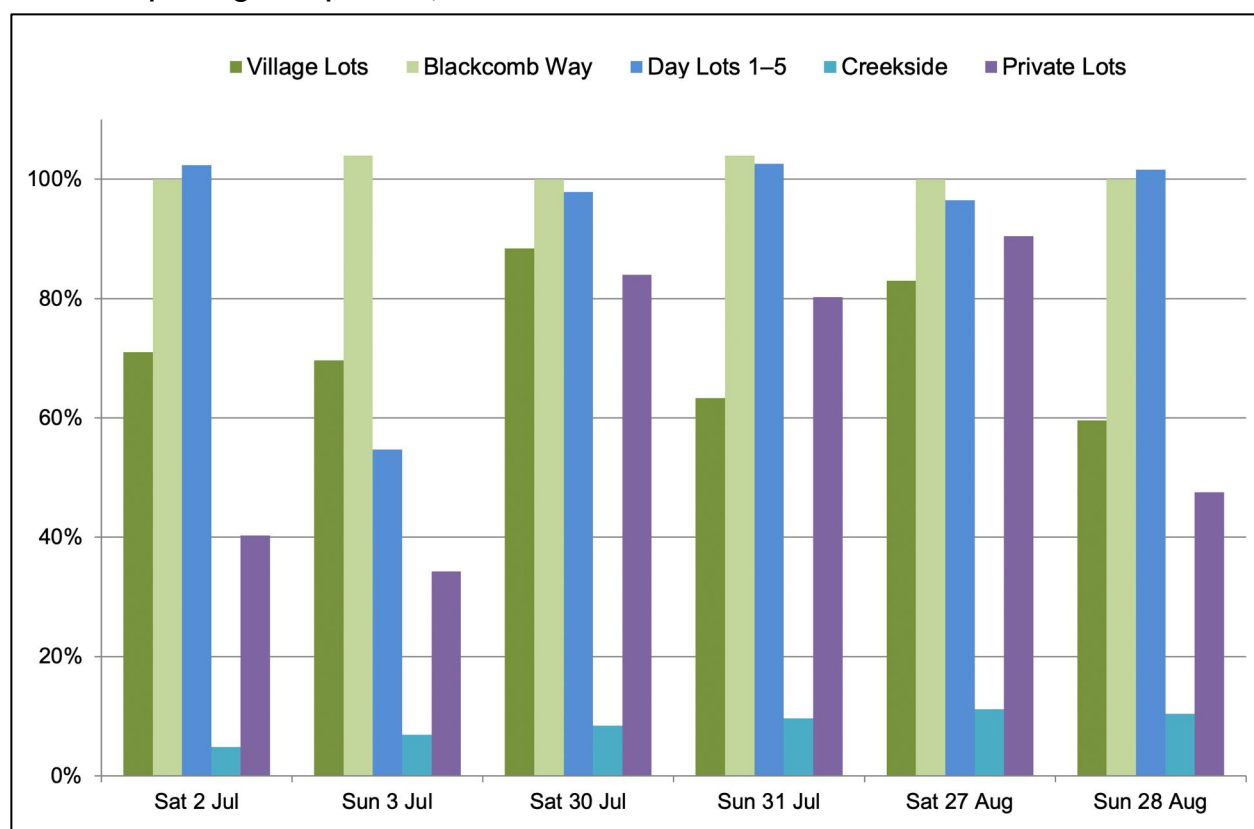


Parking survey days indicated in dark green

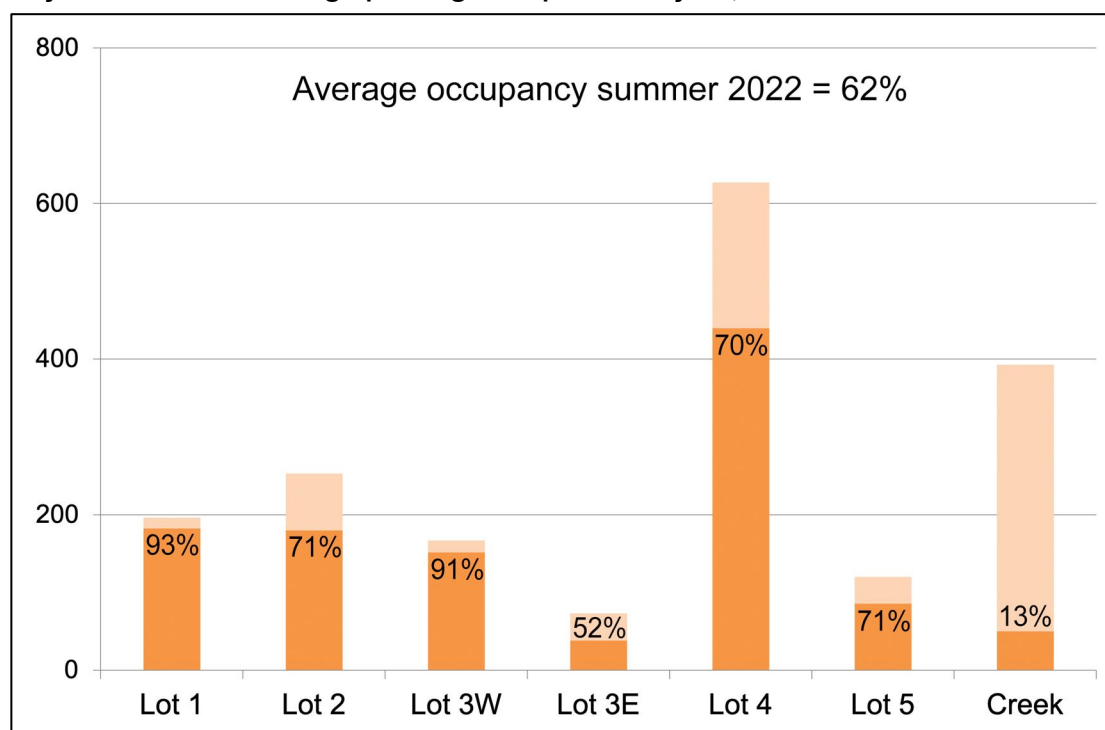
Maximum parking occupancies, summer 2022

	Capacity	Sat 2 Jul	Sun 3 Jul	Sat 30 Jul	Sun 31 Jul	Sat 27 Aug	Sun 28 Aug
Main Street	81	93%	100%	93%	79%	91%	89%
Conference Ctr	221	67%	67%	97%	63%	86%	55%
Other Village	74	76%	73%	59%	49%	65%	54%
All Village	376	71%	70%	88%	63%	83%	60%
Blackcomb Way	25	100%	104%	100%	104%	100%	100%
Day Lots 1–5	1,470	102%	55%	98%	103%	97%	102%
Creekside	491	5%	7%	8%	10%	11%	10%
Private Lots	1,114	40%	34%	84%	76%	91%	46%

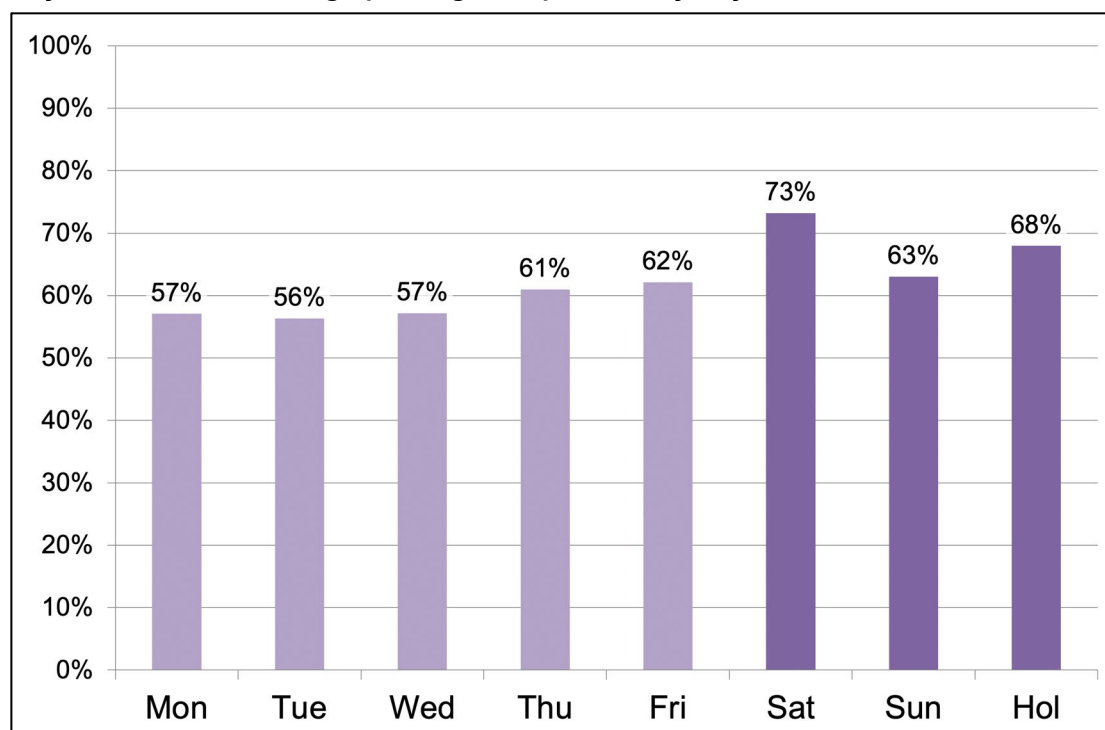
Maximum parking occupancies, summer 2022



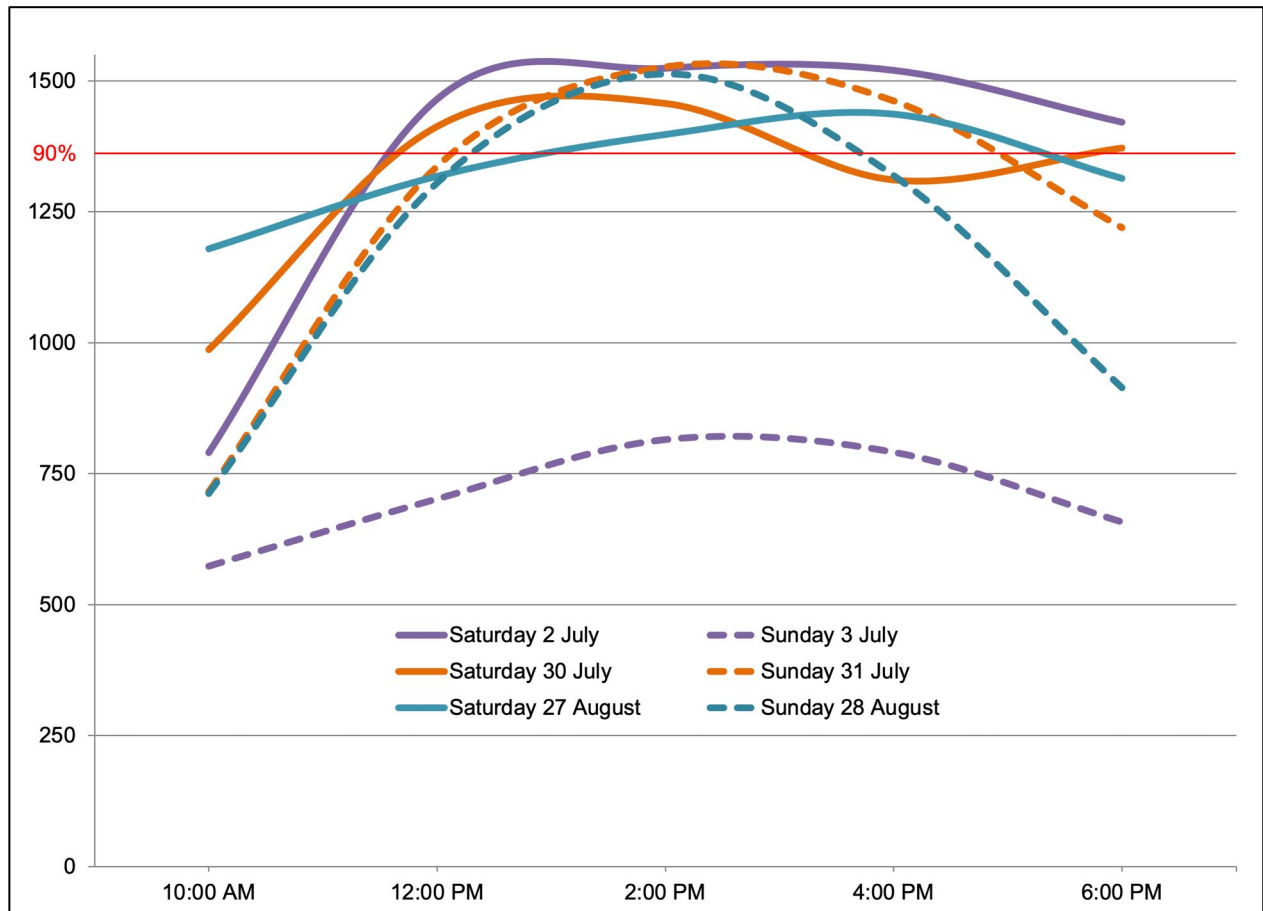
Day Lot seasonal average parking occupancies by lot, summer 2022



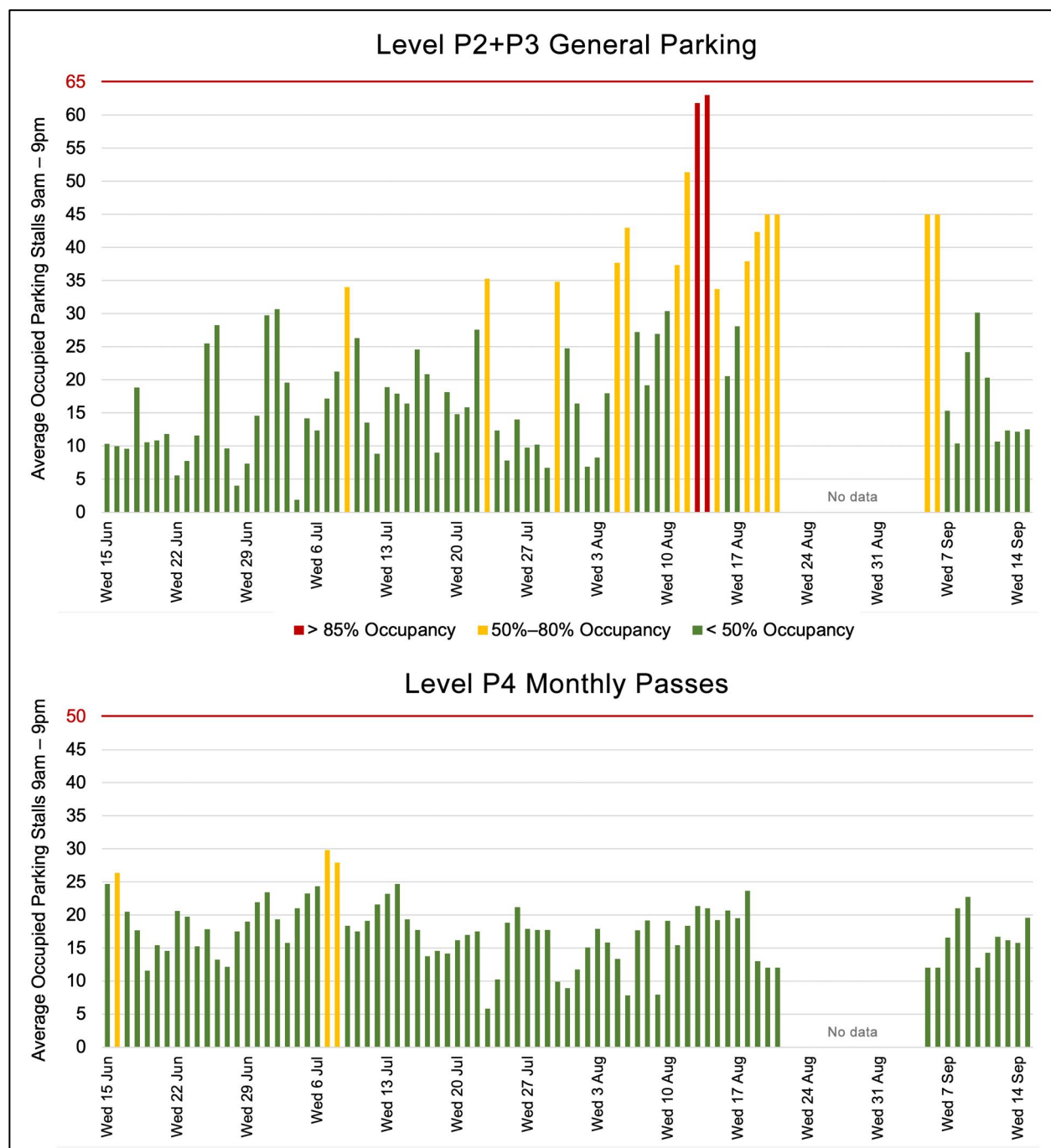
Day Lot seasonal average parking occupancies by day of the week, summer 2022



Day Lot parking occupancies by time of day, summer 2022



Conference Centre underground parking occupancy, summer 2022



Lost Lake Park shuttle bus boardings, summer 2022

Date	To Lost Lake Park			To Village			Total
	Village	Blackcomb Way	Sub Total	Lost Lake Park	Blackcomb Way	Sub Total	
Fri 1 Jul	67	20	87	66	5	71	158
Sat 2 Jul	127	13	140	158	14	172	312
Sun 3 Jul	61	0	61	73	0	73	134
Mon 4 Jul	28	3	31	70	3	73	104
Tue 5 Jul	47	11	58	74	6	80	138
Wed 6 Jul	53	1	54	56	7	63	117
Thu 7 Jul	109	0	109	104	5	109	218
Fri 8 Jul	20	2	22	30	0	30	52
Sat 9 Jul	68	4	72	74	2	76	148
Sun 10 Jul	44	6	50	62	10	72	122
Mon 11 Jul	79	8	87	122	9	131	218
Tue 12 Jul	84	20	104	111	34	145	249
Wed 13 Jul	61	0	61	85	7	92	153
Thu 14 Jul	161	5	166	119	5	124	290
Fri 15 Jul	22	0	22	16	0	16	38
Sat 16 Jul	35	27	62	78	5	83	145
Sun 17 Jul	61	20	81	74	28	102	183
Mon 18 Jul	30	4	34	51	12	63	97
Tue 19 Jul	110	3	113	59	1	60	173
Wed 20 Jul	185	10	195	157	4	161	356
Thu 21 Jul	108	1	109	120	6	126	235
Fri 22 Jul	79	29	108	106	8	114	222
Sat 23 Jul	161	24	185	183	12	195	380
Sun 24 Jul	67	23	90	125	0	125	215
Mon 25 Jul	147	22	169	131	13	144	313
Tue 26 Jul	129	18	147	152	6	158	305
Wed 27 Jul	192	22	214	154	15	169	383
Thu 28 Jul	116	0	116	124	5	129	245
Fri 29 Jul	108	5	113	101	2	103	216
Sat 30 Jul	231	5	236	186	3	189	425
Sun 31 Jul	143	28	171	186	6	192	363
Mon 1 Aug	154	15	169	163	11	174	343
Tue 2 Aug	75	14	89	106	10	116	205
Wed 3 Aug	43	2	45	23	2	25	70
Thu 4 Aug							no data
Fri 5 Aug	62	9	71	61	1	62	133
Sat 6 Aug							no data
Sun 7 Aug	95	4	99	109	2	111	210
Mon 8 Aug	129	6	135	93	21	114	249
Tue 9 Aug	164	17	181	176	36	212	393

Lost Lake Park shuttle bus boardings, summer 2022, continued

Date	To Lost Lake Park			To Village			Total
	Village	Blackcomb Way	Sub Total	Lost Lake Park	Blackcomb Way	Sub Total	
Wed 10 Aug	112	12	124	97	17	114	238
Thu 11 Aug	111	0	111	130	5	135	246
Fri 12 Aug	24	0	24	16	0	16	40
Sat 13 Aug	181	13	194	180	7	187	381
Sun 14 Aug	101	25	126	101	19	120	246
Mon 15 Aug	128	9	137	163	14	177	314
Tue 16 Aug	124	15	139	149	7	156	295
Wed 17 Aug	107	28	135	154	12	166	301
Thu 18 Aug	114	4	118	84	11	95	213
Fri 19 Aug	50	7	57	50	7	57	114
Sat 20 Aug	101	1	102	81	0	81	183
Sun 21 Aug	71	20	91	22	11	33	124
Mon 22 Aug	61	10	71	35	5	40	111
Tue 23 Aug	63	15	78	67	2	69	147
Wed 24 Aug	90	6	96	53	6	59	155
Thu 25 Aug	85	0	85	32	0	32	117
Fri 26 Aug	57	0	57	53	0	53	110
Sat 27 Aug	106	0	106	74	1	75	181
Sun 28 Aug	30	8	38	29	4	33	71
Mon 29 Aug	43	0	43	23	0	23	66
Tue 30 Aug	88	8	96	117	10	127	223
Wed 31 Aug	94	11	105	121	11	132	237
Thu 1 Sep	113	9	122	113	1	114	236
Fri 2 Sep	110	12	122	111	2	113	235
Sat 3 Sep	77	3	80	93	1	94	174
Sun 4 Sep	27	15	42	28	11	39	81
Mon 5 Sep	27	4	31	46	3	49	80
Totals	5,950	636	6,586	6,160	483	6,643	13,229
	90%	10%	101/day	93%	7%	102/day	203/day

Rainbow Park shuttle bus boardings, summer 2022

Date	To Rainbow Park				To Village				Total
	Village	Meadow Park	Rainbow Lake Trail	Sub Total	Rainbow Park	Rainbow Lake Trail	Meadow Park	Sub Total	
Fri 1 Jul	40	0	0	40	29	0	0	29	69
Sat 2 Jul	27	0	19	46	48	0	0	48	94
Sun 3 Jul	31	0	2	33	9	0	0	9	42
Sat 9 Jul	7	9	0	16	17	1	2	20	36
Sun 10 Jul	15	0	4	19	7	14	0	21	40
Sat 16 Jul	17	2	2	21	20	0	0	20	41
Sun 17 Jul	13	0	0	13	12	5	0	17	30
Sat 23 Jul	61	8	8	77	75	5	0	80	157
Sun 24 Jul	21	6	9	36	20	0	5	25	61
Sat 30 Jul	37	10	9	56	71	4	4	79	135
Sun 31 Jul	73	34	21	128	90	1	8	99	227
Mon 1 Aug	27	14	26	67	73	19	7	99	166
Sat 6 Aug	57	5	8	70	74	2	2	78	148
Sun 7 Aug	47	14	19	80	74	12	3	89	169
Sat 13 Aug	14	0	0	14	16	0	12	28	42
Sun 14 Aug	20	6	7	33	69	7	0	76	109
Sat 20 Aug	36	0	4	40	64	5	0	69	109
Sun 21 Aug	37	4	0	41	39	7	0	46	87
Sat 27 Aug	35	0	0	35	30	12	7	49	84
Sun 28 Aug	27	0	5	32	29	3	0	32	64
Sat 3 Sep	19	2	7	28	27	9	1	37	65
Sun 4 Sep	6	0	0	6	11	0	0	11	17
Mon 5 Sep	8	0	2	10	16	0	0	16	26
Totals	675	114	152	941	920	106	51	1,077	2,018
	72%	12%	16%	41/day	85%	10%	5%	47/day	88/day